



April 1, 1915

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Leslie's

Illustrated Weekly Newspaper

Established in 1855



Painted by Harold M. Brett.
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The Invader

The Schweitzer Press



THE GARDEN OF EDEN

Along the Euphrates in the land traditionally known as the site of the home of Adam and Eve.

MESOPOTAMIA, the traditional site of the Garden of Eden, and a large area of the Holy Land have been occupied by a British expeditionary force, composed mainly of Indian troops. This may mean the rescue from Mohammedan government of the cradle of Christianity, which, for the past three centuries, has been under the rule of the Turks.

The British now occupy the plains of Ur of the Chaldees, where Abraham fed his flocks; khaki-clad soldiers camp on the site of the tower of Babel, and the feet of Sikhs and Ghurkas of India are treading the fields where Nebuchadnezzar ate grass. West of Mesopotamia lie Palestine and Jerusalem, where the Savior was born, crucified and buried. Jerusalem, once delivered from the infidel by Godfrey de Bouillon, may, before many months, be again delivered by British arms.

Mesopotamia, from the beginning of the world's history and throughout the ages of rule under Assyrians, Babylonians, Medes, Persians and Romans, was made to blossom like a rose and yielded abundant riches to its inhabitants and rulers. Gradual decay of the ancient means of irrigation and the blighting hand of old Turkish rule reduced the land to desolation. Three years ago, under the stimulus of the "Young Turk" revival, the government at Constantinople began the restoration of the irrigation system of Nebuchadnezzar, entrusting the work to English engineers. In December, 1913, the Euphrates dam, which raised the level of the river sixteen feet and made possible the impounding of a great body of water and the irrigation of a great tract of land, was completed. The river valley had been cleared toward Babylon for fifty miles when the Great War broke out. Now, all work has stopped. After the war the project of irrigating Mesopotamia, involving an expenditure of \$1,500,000,000, will undoubtedly be completed by British, or at least by European, not Turkish, hands.

Since the entrance of the Turks into the present gigantic struggle, systematic destruction of the Jewish colonies in Palestine has been alleged. Thousands of Christian and Jewish refugees have flocked into Egypt, some being taken there by the United States cruiser *Tennessee*. All Jewish colonists' deeds have been ordered destroyed and great tracts of wheat have been seized to feed the Turkish troops. Confiscation of land has not yet taken place, but the Arabs

War Invades the Holy Land

The land most sacred in the history of Christianity long under the Mohammedan dominion captured by the British

Photos by Newman Travel Talks



THE WELL AT CANA

Where the water for "the marriage feast of Cana" is said to have been drawn.

are constantly being incited to drive out their Jewish neighbors, and the distress among the thousands of Jews and Christians in Jerusalem is acute, with little relief in sight. Again the United States has been appealed to in aid of the destitute, although it has already borne the brunt of the relief work of the war. President Wilson has authorized the use of the collier *Vulcan* to carry supplies and medicines to the destitute Jewish population of Palestine. The Turkish army is partly under German officers. The discipline has been so rigid and the food supplies so scarce, that many Turks have deserted in Egypt. Active hostilities are frequently reported between the British forces and the Turkish Army. The strategic position of Armageddon, a small town on the historic highway connecting Asia and Africa, makes it not improbable that one of the battles of the present war will be fought there. Can it be that the prophecy in Revelation is to be fulfilled in the present conflict of the nations?



IN OLD JERUSALEM

Relatives and friends bidding "Farewell" to recruits in the Turkish Army.



FARMERS OF THE HOLY LAND

Winnowing grain in the wheat district of Mesopotamia.



AN OLD INN OF PALESTINE

Street scene in Ramleh.

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Leslie's Illustrated Weekly Newspaper

THE OLDEST ILLUSTRATED WEEKLY NEWSPAPER IN THE UNITED STATES
ESTABLISHED DECEMBER 15, 1855

Edited by JOHN A. SLEICHER

"In God We Trust"

CXX

Thursday, April 1, 1915

No. 3108

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An Old Man at Fifty

A Young Man at Seventy

The Remarkable Story of Sanford Bennett,
a San Francisco Business Man,
Who Has Solved the Problem
of Prolonging Youth.

By CARL EASTON WILLIAMS

THERE is no longer any occasion to go hunting for the Spring of Eternal Youth. What Ponce de Leon failed to discover in his world famous mission, ages ago, has been brought to light right here in staid, prosaic America, by Sanford Bennett, a San Francisco business man. He can prove it, too, right in his own person.

At 50 he was partially bald. Today he has a thick head of hair, although it is white. At 50 his eyes were weak. Today they are as strong as when he was a child. At 50 he was a worn-out, broken down, old man. Today he is in perfect health, a good deal of an athlete and as young as the average man of 35.

All this he has accomplished by some very simple and gentle exercises which he practices for about ten minutes before arising in the morning. Yes, the exercises are taken in bed, peculiar as this may seem.

As Mr. Bennett explains, his case was not one of preserving good health, but one of rejuvenating a weak, middle-aged body into a robust old one, and he says



Sanford
Bennett
at 50



Sanford
Bennett
at 72

what he has accomplished, anyone can accomplish by the application of the same methods, whether they be young or old—male or female, and so it would seem. All of which puts the Dr. Osler theory to shame.

I haven't room in this article to go into a lengthy description of Mr. Bennett's methods for the restoration of youth and the prevention of old age. All of this he tells himself in a book which he has written, entitled "Old Age—Its Cause and Prevention." This book is a complete history of himself and his experiences, and contains complete instructions for those who wish to put his health and youth-building methods to their own use. It is a wonderful book. It is a book that every man and woman who is desirous of remaining young after passing the fiftieth, sixtieth, seventieth, and as Mr. Bennett firmly believes, the one-hundredth milestone of life, should read.

For the purpose of spreading broadcast the methods of promoting health and longevity developed by Mr. Bennett an interesting eight-page booklet which is, in effect, a summary of his system, has been prepared by the publishers of Mr. Bennett's interesting book—the Physical Culture Publishing Company, 4514 Flatiron Building, New York City.

This booklet they will send free to anyone sufficiently interested to write for it.

The grandest thing in the world is Youth, and it is one of the really great hardships of life that "its beautiful morn" should pass so swiftly and give place to old age.

For having solved the problem of prolonging youth during life, the world owes Sanford Bennett a vote of thanks. Of course there are those who will scoff at the idea, but the real wise men and women among those who hear of Sanford Bennett and his return to youth, will most certainly investigate further, and at least acquire a knowledge of his methods.—Advertisement.

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If we can do this for Elgin watches, we can do it for your product. The Ayer idea in advertizing is built on common sense. It serves hundreds of successful manufacturers with characteristic force.

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In answering advertisements please mention "Leslie's Weekly"



The Eight-Cylinder Cadillac

will, we believe, prove itself to be the most constant and the most enduring car this company has ever produced

THE Eight-Cylinder Cadillac is now in the hands of nearly six thousand users. The motoring world knows that its performances far surpass the most ardent claims that could be expressed in words. The consensus of expert opinion is, that it is the ultimate in practicability, speed, power, smoothness, flexibility, luxury and ease of operation.

And, in the most essential of all qualities—stability and endurance—there is abundant assurance that it will excel any Cadillac which has preceded it.

We say this, knowing full well that the record of the Cadillac Company for producing cars which endure, year after year, stands unapproached.

We say it with full remembrance of the fact that you can go back one, two, three, four, five, six, seven, eight, nine, ten, eleven, twelve years and find that the Cadillacs then made are still in service.

Recall, if you can, any other cars that can point to service records of half the maximum period cited.

But we are secure in our conclusions for several reasons.

The factors which are primarily responsible for short life and lack of endurance in a motor car, are:

- Un-scientific design
- Un-suitable material
- Un-workmanlike construction
- In-accurate workmanship
- Poorly fitting parts
- Improper lubrication
- Vibration

The foregoing being true, then what would more naturally follow, than that scientific design, intelligently selected materials, workmanlike construction, correctly fitting parts, efficient lubrication and absence of vibration, will assure long life and lasting service?

The Eight-Cylinder principle, in itself, appears immensely attractive.

But it offers no promise of unusual smoothness and endurance, unless a correct design be supplemented and supported by the most skillful working out of details.

And its details must in turn be supported by a far higher type of workmanship than is demanded in the more conventional types of engines.

During the past year we have achieved much in the perfecting of materials and their various alloys, making it possible to adopt them with more scientific correctness for the specific duties which they must perform and

the strains, stresses and wear which they must withstand.

The reputation of the Cadillac Company for producing the highest type and the most accurate workmanship in a motor car is not disputed, yet the workmanship in the "Eight" surpasses anything ever before achieved by this Company.

Accuracy in workmanship and the proper fit of parts which move in contact with one another, is one vital factor upon which duration of service depends.

In the Cadillac "Eight" there are more than 1000 mechanical operations which are not permitted to deviate to exceed the one-thousandth part of an inch from prescribed limits of measurement. And there are more than 300 other operations in which the limits of permissible variation are held within the half of one one-thousandth of an inch.

When it is remembered that the one-thousandth part of an inch is equal only to one-third to one-half the thickness of a hair from your head, you gain a slight conception of the remarkable accuracy which obtains.

No matter how accurately the moving parts are made to fit, it is absolutely essential that suitable lubricants be introduced to overcome friction, because friction means wear.

The force-feed lubricating system used in the Eight-Cylinder Cadillac engine, has proven itself to be the most competent we have ever seen.

The crankshaft practically floats in a thin film of oil under pressure; the oil is efficiently distributed to all cylinders, and the entire engine, as well as the entire car, is abundantly provided with lubricating facilities.

Vibration is another factor which is largely responsible for short life and lack of endurance.

But, because of its design, its construction, its light reciprocating parts, and its splendid spring suspension, vibration in the Cadillac "Eight" has been reduced practically to the vanishing point.

These arguments, however, mean nothing unless they be supported by evidence.

Experimental cars have for months been driven twenty-four hours a day, under all conditions of weather,—rain and sunshine, in the summer's heat and the winter's cold, over hills and mountains and over the worst roads that could be found.

We were not unmindful of our responsibilities to Cadillac purchasers and to ourselves.

The most priceless asset of the Cadillac Company today is its good name,—the confidence reposed in it by the public.

Upon the maintenance of that confidence there is at stake an investment in plants and equipment which runs into the millions. There is at stake an annual business amounting to more than thirty millions of dollars.

And had the proof fallen short of absolute conclusiveness, the Cadillac Company would never have staked its reputation and its future, because the Cadillac Company has consistently built for permanency above all else.

The experimental cars were not only "tested out." They were grossly abused.

They were subjected to a gruelling such as not one owner in a thousand ever imposes upon his car.

If there were weak points, we wanted to know them.

Yet, after more miles of travel than the average car is driven in five years, the condition of these experimental cars was a revelation, even to us.

Crankshaft and connecting-rod bearings required no adjustment, nor were camshaft and bearings perceptibly worn. Pistons and cylinders showed but infinitesimal wear.

Everywhere, from radiator to rear axle, was the evidence of the results of scientific design, intelligent selection of materials, thorough lubrication and Cadillac workmanship.

Everywhere was the evidence that we build better than we ourselves were aware.

You can learn, in your own way, that the Eight-Cylinder Cadillac neither rides nor drives like any other motor car; that it does more of the things which a motorist wants his car to do; that it performs in ways that you had not thought possible in any car.

And, even having in mind the remarkable stability of its past product, the Cadillac Company has every assurance that its "Eight" will excel all past achievements in constancy and enduring service.

Styles and Prices

Standard Seven passenger car, Five passenger Salon and Roadster, \$1975.
Landaulet Coupe, \$2500. Five passenger Sedan, \$2800. Seven passenger
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Big Gun Fire on Land and Sea



BATTERY SWEEPED BY GERMAN SHELLS

The 15th Battery of the Royal Field Artillery, of the British army, was located by German aeroplanes and while the men were grooming their horses in the stables a rain of shells descended on the battery. The horses were hastily harnessed and the guns and ammunition wagons were moved toward a new and less exposed position, but just as they started a big shell landed on the first team, killing horses and men. The guns were saved eventually, but not until many men had been killed or wounded. The drawing by Gilbert Holliday is from a description furnished by Gunner F. Clarke, who was among the wounded.

BRITAIN'S MOST POWERFUL BATTLESHIP

The super-dreadnought *Queen Elizabeth* is the newest heavy vessel in the British fleet. The first intimation that the public had of her completion was when the Admiralty named her as one of the vessels engaged in the bombardment of the Dardanelles. She is of 27,500 tons displacement and mounts eight 15-inch guns, the heaviest on any battleship in the world. Several similar vessels are nearing completion in the shipyards of Great Britain. The *Queen Elizabeth* has been of inestimable service in the bombardment of the Dardanelles, her heavy guns being able to fire across the peninsula that separates the strait from the Aegean Sea, thus attacking the Turkish fortifications from the rear. The drawing by Charles Dixon shows this most modern of battleships in action.



Leslie's Illustrated Weekly Newspaper

New York, April 1, 1915

EDITORIAL

Let the Thinking People Rule!

Listen Young Man!

THE achievements of youth startle the world. Experience is often the worst teacher. Her rebuffs dampen ardor and deaden ambition. Youth is not fettered by a knowledge of limitations, so it rushes in where angels fear to tread and performs miracles. Not knowing the impossible, youth has faith in achieving it.

Raphael painted the Madonna of St. Anthony at 22 years of age, the Sistine Madonna at 27. Shelley wrote his sublime drama "Prometheus Unbound" at 27. Alexander Hamilton wrote two of the most influential political pamphlets of his time at 17; and at 20 he joined Washington's private staff. John Calvin published his "Institutes of Theology" at 27. Burns wrote three of his greatest poems at the same age. William Pitt was Chancellor of the Exchequer at 23; at 25 he was one of the foremost men of his time. Clive was head of the English forces in India, distinguished himself at Arcot and was called a "heaven-born" general by Pitt at 27.

Mozart composed an opera for the Opera House at Milan when 15 years old; at 21 he had written 300 compositions; at 30 he was the greatest composer of Europe. Keats won an immortal place among English poets and died at 26. Edison at 22 received \$40,000 for a telegraphic invention. Isaac Newton ignored all the authority and tradition of time, and discovered the law of gravitation at 27. Bell didn't know he couldn't talk from Denver to Boston, so he invented the telephone at 20.

Napoleon rebuked an officer for saying "Impossible" in his presence. Napoleon said: "There are no Alps," and led the French Army into Italy at 27. Had Joan of Arc been older and experienced she would not have attempted to lead the French into Orleans and drive the English beyond the Loire. At 17 she stood victorious beside Charles when he was crowned King in the Cathedral.

So close is grandeur to our dust,
So near is God to man,
When duty whispers low "Thou Must"
The Youth replies, "I can."

The world owes much to the abounding belief of Youth. Youth will undertake and accomplish big tasks. Youth has blazed its trails into undiscovered realms and brought back a new law, a new song, or a new machine.

An army of men can run a cotton gin but it took Eli Whitney, a youth of 27, with abounding faith, to invent it. There are a thousand men who can send a wireless message, but it took Marconi, a youth of 24, with unfathomed faith, to discover the law. There are a host of men to play the March, but it took Mozart, a youth of 20, with unquenched enthusiasm, to compose it.

In the executives' chair and around the directors' table of successful business enterprise are many men scarcely turned 30. They are not demagogues; they have not sat idle in the market places bemoaning the inequality of fortune.

Sad is the old age of the youth who forgets his father's struggles, his father's thrift, his father's God; and lets the morrow take care of itself.

The world owes no man a living, but every youth owes the world a life.

War's Impressive Lesson

THE terrible war in Europe is teaching us an impressive lesson. We have had too much politics in business. We have given the political demagogue too much rope. At last he is hanging himself.

The terrific strain on business felt in every community was one of the first results of the sudden outbreak of the European conflict. The cotton growers felt it in the South. Its export market was suddenly closed and the New York Stock Exchange felt it in the North and its doors were closed. Every banker, North, South, East and West, felt it and his apprehensions put a burden on every business man and every industrial interest around him. All shared the general fear.

In the moment of peril that threatened widespread panic thoughtless people began to think. There was time for thought. Something must be done to avoid the worst catastrophe that prosperity had ever suffered. Now, as always the first appeal was to the leading financiers of the country. Fortunate indeed was it that they were able by reason of the much-condemned Aldrich-Vreeland bill to secure from the government instantly a sufficient amount of emergency currency to tide the situation over.

The Logic of Great Business

By CHANCELLOR DAY of Syracuse University

THE low average of a certain intellect is seen in the scare attempted over the Carnegie and Rockefeller foundations for the purposes of philanthropy. They are the logic of great business. They are the conclusion of doing mighty things. They belong to these times as Peabody and other philanthropists belonged to their times. There is no danger from a man who puts the profits of his business into humanity. The more millions he makes the better for the world.

While politicians were suggesting all sorts of crude and dangerous laws to safeguard the situation, the bankers, joining with the Secretary of the Treasury at Washington and with the approval of the President, rescued the country from its grave peril. Bankers were welcomed at the White House, business men were consulted by Congressmen and no longer stigmatized as lobbyists. Even the obdurate Interstate Commerce Commission showed some gleam of returning reason and acceded to a request for a rehearing of the railroad rate case. A demand for a revival of our merchant marine came from every part of the country and the outcry against a ship subsidy faded into a whisper.

Misfortune always teaches its lesson. In the stress of an unexpected war affecting nearly every great nation but our own came demand for safer and saner legislation, for less politics and more business, for fair treatment of our industries, our railways, our bankers and business men, for encouragement to capital, for constructive instead of destructive policies in legislation, for discontinuance of oppressive laws, and for an interpretation of existing statutes in the light of reason and common sense.

The great struggle across the water may prove a blessing in disguise to the people of the United States. It will, if it marks, as we believe it does, the beginning of the end of class legislation, of demagogic assaults on capital, of tirades against business men, the captains of industry, and of unreasonable attack on the great exchanges which make the market for securities and commodities. These are the weapons which demagogues have used so skilfully to advance their own interests at the sacrifice of the national welfare.

We predict that the day is not distant when political leaders will make it their boast that their purpose is to stand by the business men of this country and aid in the re-establishment of big business everywhere; to honor our captains of industry; to strengthen the railroads and extend their lines; to protect American capital and labor alike and to set their faces sternly and forever against the disturber, the demagogue, and all the destroyers of American prosperity.

Returning to Business Sanity

TARDY justice has been done John H. Patterson and twenty-six other officers and ex-officers of National Cash Register Company by the United States Court of Appeals for the Sixth District, which has reversed the findings of the trial court that convicted these men of conspiracy in restraint of trade more than two years ago. Since February 13, 1913, these men have lain under the odium of fines and jail sentences, imposed by the Federal court for the crime of building up a business that has, among other things, developed a foreign trade in every civilized country of the globe. Their conviction was considered by President Taft's Department of Justice as the most important triumph of that administration's bedevilment of business, and the present Attorney-General, Mr. Gregory, is reported to be considering whether or not to take an appeal to the Supreme Court. In view, however, of the clear and forceful opinion of the Court of Appeals, not even a professional "trust buster" can hope for further successful persecution of this company. In its opinion the court says: The defendant company "owned the basic patents and must have acquired, in a proper manner, a very great number of improvement patents. In addition, it had the advantage of a very great capacity in the management of its affairs. These two considerations together, without reference to any unfair treatment of its competitors, are sufficient in themselves to account in a large measure for the success it has attained." The court further says that "doing business, no matter how large, is not monopoly."

Not the least gratifying sign of the times is the way in which this decision has been received by the press and public. Two years ago there was widespread exultation over the conviction. To-day there is equally widespread satisfaction over its overthrow. Mr. Patterson was given a tremendous demonstration by his fellow-citizens of Dayton on his return from Cincinnati, where he listened to the reading of the court's decision. In commenting editorially on the decision the New York Times said: "What was prosecuted substantially was prosperity

and capacity rather than any moral lapse below the standard of the trade." Also, the same paper observes: "The decisions under the Sherman anti-trust law are more popular than the law itself, for the simple reason that the literal application of the statute would have ruined the country as surely as the policy of the Interstate Commerce Commission was ruining the railways." The turning of the courts and of public sentiment toward the constructive policy with regard to business, which was consistently advocated by LESLIE's during the days when such views were most unpopular, can mean but one thing, and that is a return to that prosperity to which we have been strangers since the wave of impertinent and destructive regulation of business overwhelmed the country. Judge Cochran and his associates of the Court of Appeals for the Sixth District are to be congratulated on having discharged a great public duty in no uncertain way.

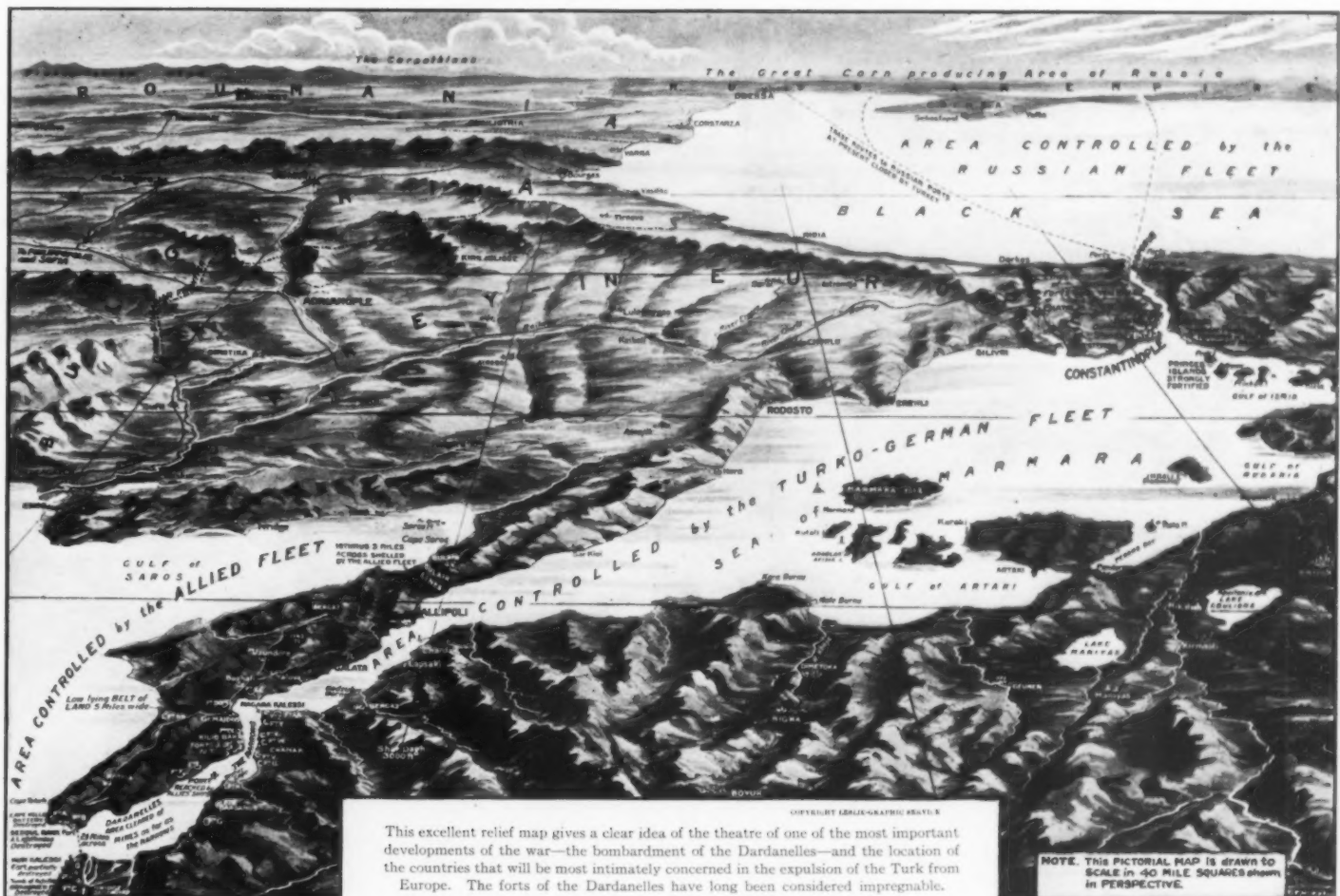
The Plain Truth

UNFAIR! The glaring injustice of the Government's treatment of the railroads in the matter of carrying the mails is brought out in a comparison of what Uncle Sam pays his own road and what he pays others. The Government-owned Panama Railroad received last year, according to a statement by the Committee on Railway Mail Pay, \$2.77 for each ton of mail carried a mile, while the private roads in the United States, according to estimates of the Post Office Department, received about ten cents per ton for each mile. If this is the kind of extravagance the government ownership of railroads stands for, it will be a long while before the voters of this country will give it serious consideration. Had the privately owned railroads of the United States been paid on the same basis as the Panama Railroad, instead of receiving \$56,000,000 or about one-fifth of the Post Office Department's revenues, they would have received \$1,557,000,000, or more than five times the total revenues of the Department. The railroads have not asked Congress to advance mail pay rates. All they have asked for is to be paid for all the mail they carry and for all the special facilities and services they furnish the Post Office Department. Why not, Uncle Sam?

WAKE UP! If Uncle Sam no longer has a farm for every man who wants one, LESLIE's has recently shown, by official statistics, that nearly half a billion acres of land in this country are available for tillage. Commenting on this statement, our wide-awake contemporary, the Galveston News, calls attention to the great opportunities for industrious, reliable, worthy men which the State of Texas offers. The splendid climate of Texas, and its magnificent areas of untilled land, offered at very low prices, will one day make Texas the mecca of hundreds of thousands of farm seekers. Before this can happen Texas must have railroads, to bring the products of its farms to market. Wherever this has been done, waste lands have been bought and developed rapidly, adding enormously to the wealth of the locality. Texas, for many years past, has developed an anti-railroad sentiment that has handicapped capital seeking investment in railway enterprise. Of late, its business men and farmers have begun to appreciate the harm that this anti-railway sentiment has inflicted upon the State. When Texas opens its doors as wide as possible to the promoters of railway enterprise, every farm in the Lone Star State will find a purchaser and it will be not only the greatest State in area, but also in agricultural, commercial and industrial wealth. That is its destiny.

FADS! We live in an age of fads. The gullible public is made the ready tool of a lot of tricky schemers who make a living out of human credulity. It is easy to create a scare about one's health. That is the easiest road to accomplish the purposes of the self-seeking faddist. In the olden days we lived just as long and were a good deal happier in the simpler life than we are now with all our new-fangled notions, regulations, schemes and devices of the "Doc" Wiley brand to make men, women and children healthier and happier. But the worm will turn. The city of Baltimore has just refused to pass an ordinance compelling dealers in perishable foodstuffs to indicate upon them the date when they were placed in cold storage and when taken out. The Common Council of Baltimore believes that "the public is tired of these perpetual efforts to protect everybody from everything," and it is. We note also with pleasure that Domestic Engineering enters an earnest protest against the jibes of the cartoonists and the jokers at the respectable calling of the plumber. It shows that 40,000 men are engaged in plumbing and sanitary engineering and that they do not deserve to be made the butt of ridicule. True, indeed, but all this is in the line of the same unfairness and injustice the captains of industry, the Irish, the Jew and the negro all have had at the hands of the muckraker and the unlicensed and unbridled caricaturist. What this country needs more than anything else is a clean, wholesome, fair-minded, decent press intent on doing constructive and not destructive work.

Last Stand of the Turk in Europe



The Trend of Public Opinion

By CHARLTON BATES STRAYER

Blockading at Long Range

IN Germany's effort to blockade the British Isles by submarines, and in the long-range blockade of Germany established by Great Britain and France, both belligerents are seeking to make new rules for the conduct of war without consulting neutral nations. Century-old precedents have been swept away by each side in order to cripple or destroy the commerce of the other. In these attacks and counter-attacks it is well to note the influence of the submarine. Germany's navy has, in the main, kept within mined and thoroughly protected harbors. Her war upon Britain's commerce which began February 18th is solely a submarine warfare. Not only is such warfare new in kind, but in sinking merchant ships without warning, Germany has inaugurated a method of warfare not practiced by nations in the past and one which will never be countenanced by any concert of powers.

The reply of Great Britain and France—a long-range blockade which will seek to cut off all commerce to and from German ports—a new sort of blockade which has aroused the protests of neutral powers, would never have been ordered had it not been for the submarine. Were the submarine not a most dreaded factor, Great Britain could have surrounded the entrances to Germany's harbors with a close cordon of warships and have maintained the sort of blockade recognized by international law, and concerning which no neutral nation could have entered a protest, so long as the blockade was really effective. The British Order in Council, which proposes to prevent commodities of any kind from reaching or leaving Germany during the war, carefully avoided the use of the word "blockade," although it aims to be that in effect. The order differs from the recognized form of blockade in two respects. In the first place, Great Britain and France, on account of the great danger from submarines, will not attempt the usual form of blockade which would have required a close blockade of Germany's coast by warships. Because it lacks this feature, which, in the Continental view of blockade has been considered essential, neutral powers will vigorously protest against its enforcement. Yet, as Mr. Frederic R. Coudert points out in a letter to the *New York Times*, our own Government, in its blockade of the Confederate States, did not attempt a close blockade of their 2500 miles of coast, nor did it fail to seize British ships bound for the Bahamas, Cuba and Mexico when the ultimate destination of their cargoes was a Confederate port. Were it Great Britain's intention, however, to enforce her Order in Council anywhere upon the high seas, it would constitute a serious infringement of the rights of neutrals. Our Government, accordingly, while recognizing the difficulty of maintaining a close blockade of ports under the method of modern naval warfare, requested Great Britain and France to prescribe the "radius of activity" in enforcing the blockade. "It would certainly create a serious state of affairs," said the American note, "if, for

example, an American vessel laden with a cargo of German origin should escape the British patrol in European waters only to be held up by a cruiser off New York and taken into Halifax." The answer of Great Britain and France to this was that no interference was contemplated with "neutral vessels carrying enemy cargo of non-contraband outside European waters, including the Mediterranean."

The second respect in which the Order in Council differs from the usual blockade is in the treatment of neutral ships which may be overhauled by British or French cruisers. Such vessels and cargoes are not to be confiscated as would be the case in a regular blockade. If not contraband they will go through the regular procedure of a prize court. In this Great Britain and France, it must be said to their credit, seek to injure neutral commerce as little as possible, and they themselves make much of this feature in contrast with Germany's method of sinking merchant ships without warning. The final logical inquiry in regard to the long-range blockade is whether it can be actually enforced or not. If it can be, it will constitute a blockade whatever its name.

A typical English comment is given by the *Daily Express* of London when it says, "It is our purpose to contrive our enemy's utter defeat and to use all legitimate means to arrive at that end, and it is mere truth to say that we shall not be moved from our purpose by American protests or by any unfortunate losses that America may incidentally suffer." Declaring that a blockade of Germany would be without significance in the issue of the war, the *Cologne Gazette* says: "It will, however, goad us into waging a submarine warfare henceforth with complete recklessness and resolution, bringing into play all the advantages which this neat and formidable weapon affords us."

England to Run Munition Plants GREAT BRITAIN has been hampered by labor troubles during the war. Factories engaged in the manufacture of munitions of war have not been able to produce to the limit of their capacity. To insure a full production, the Government has therefore decided to take over the control of all factories engaged in the production of war material. Chancellor of the Exchequer, David Lloyd George, announced this radical step on the part of the Government at a conference of labor leaders and representatives of various industries with the Committee of Imperial Defence. The Government proposes to impose a limitation on the profits and to ask that trade union restrictions be relaxed during the war. Work for Government purposes is not to be interfered with by strikes or lockouts, and semi-skilled and female labor, such as has been employed to advantage in the French munition factories, is to be employed in English factories. Recent battles have shown the success of having tremendous concentration of artillery fire, and Great Britain intends there shall be no shortage of munitions.

Is Japan Intimidating China?

PRECISELY what Japan expects to secure from China as the result of the former's recent demands on the latter is still uncertain to the outside world. Intimations have been made that Japan aims to infringe on the sovereignty of her big neighbor and to so control Chinese affairs as to close the "open door" of commercial opportunity in China now guaranteed to other powers. It has even been rumored that Japan, to enforce her requirements, has been moving additional troops into Manchuria. Japan, however, denies that she contemplates any action in conflict with the treaties in force between China and other countries. But it is reported from Peking that the United States has informed the Japanese government that some of the demands in question are at variance with our agreements with China. It is said also that the Russian and British governments have warned Japan not to press China beyond the eleven demands Japan admits having made, as otherwise these two governments could not readily negotiate diplomatically with her in the future. Because of the attitude of the three powers named, it is reported, the Tokio government will withdraw a substantial part of its demands. At Washington doubt is cast on the truthfulness of the foregoing reports, but no definite official information on the subject is obtainable. At Tokio it is hinted that Germany is instigating China against Japan and that strong influences are at work to stir up animosity between Japan and her allies. The facts in the case will doubtless be made clear before long.

Finding Jobs for the Jobless

THE problem of connecting with a job the man who is out of work has appeared more than usually serious during these times of extensive unemployment. Various plans have been suggested for its solution, but few of the expedients have been lastingly effective. The trouble is too widespread for local treatment. In the great West a move on a comparatively large scale has been made to find employment for those who desire it during the harvest season. The National Farm Labor Exchange has been organized, with the assistance of the Federal Department of Agriculture and of several railways, to supervise the supply of labor and to distribute it wherever needed. From June 1st to September 15th more than 100,000 hands are wanted in the harvest fields of several states, but at different dates. The object of the exchange is to find places, without loss of time, for the toilers who reap the crops. To further this purpose central exchanges will be opened in Kansas City, Sioux City and Minneapolis. College students who wish work during vacations will be among those benefited by this scheme. Its success will possibly encourage somebody to establish an all-the-year-round labor exchange with a much broader scope.

Easter Pilgrims at Mt. Rubidoux

By KATHERINE T. VON BLON



SUMMIT OF MT. RUBIDOUX, WHERE THE WORLD'S GREATEST EASTER SERVICE IS HELD



MEMORIAL CROSS TO FATHER SERRA

able of all celebrations, will be held. Last year 6,000 persons participated, and this year the scene will be reenacted with an even greater throng assembled. This dramatic Easter service recognizes no creed. Persons of every sect gather there at the foot of the cross and the simple but impressive words delivered strike a sympathetic chord in every human heart. Last year practically every civilized country was represented in the picturesque daybreak assemblage.

Six years ago a towering cross was reared on this striking site and dedicated to the memory of Father Junipero Serra, that great pioneer and builder of California. It was Jacob Riis who, upon seeing the cross in its noble setting of brown mountain and turquoise sky, conceived the idea of the sunrise Easter service, and it quickly became a fixed institution.

On the Saturday night before Easter the city of Riverside is astir with the bustle of

BENEATH a dome of blue o'erspread with opalescent hues breaking into a ruddy glow atop the purpled mountain peaks; with the pale moon yet aglimmer and the glorious effulgence of the sun about to burst forth from his night resting-place, seven or eight thousand pilgrims from every corner of the world will bow their heads in worship, lift their voices in unison, and praise the Risen Christ on Easter Morn. Before a shrine set upon the very top of one of the rugged heights of California—Mt. Rubidoux, in Riverside County—this service, probably the most remarkable

preparation, for it nestles among the oranges and the magnolias in the valley below Mt. Rubidoux. All the hotels and apartment houses and even private homes are filled, and hundreds of automobiles slip noiselessly down the broad avenues to quiet spots, there to await the approach of dawn—for a wonderful winding automobile road leads up the mountain. Last year at four o'clock in the morning the bugler from the Glenwood Mission Inn thrilled the air with his clear notes, and the call was answered wherever it reached. The city was almost instantly awake. Then again the arresting notes of the bugler filled all space and the people all through the town sang in unison, as they hastened,

Joy to the World, the Lord is Come,
Let Earth Receive Her King,
Let every heart prepare Him room,
And Heaven and Nature Sing.

Then the pilgrims gathered from every nook and cranny of the town. Many made the ascent by foot, even some that were very old but who wished to keep the sweet spirit of the thing alive. And there were carriages and old Spanish carretas and countless automobiles—in truth nearly every variety of vehicle in that motley procession. They moved up the steep paths and tortuous twisting way in the glimmering dawn, silently, reverently. Some followed the narrow trails, pressing through the close-hanging brush, fragrant with the sweet sage. Others chose the wider walks, while yet others, the automobilists and those in carriages, followed the five-mile drive which circles boldly upward, edging closer to the cliff as it approaches the summit with terrifying turns and ever-sharpening curves.

Early though they were, these people from Riverside, hastening to gain a near place for their devotions, found hundreds ahead of them at the foot of the cross. These had come from other cities and towns within a hundred miles, many traveling all through the moonlit night to reach the shrine by daybreak.

As the sunlight slipped across the ranges, glorifying the peaks and turning from silver to aureate even the mighty, snow-capped Mt. San Antonio, two miles high, the bugle again burst forth. The strains of "The Holy City" floated through the air, and the 6,000 voices were raised as one. The words pulsed far out over the green valley, reaching through the mountain pass, and were wafted into the deeper mysteries of the canyons, startling the wild creatures.

Again the voices of that host were as a great sonorous organ and the words of John Bowring's "In the Cross of Christ I Glory" penetrated the upper stillness. The singing was led by trained choristers from Redlands and afterward the concourse recited in unison the Lord's Prayer. Henry Van Dyke's "God of the Open Air" read in clear, sympathetic tones by DeWitt W. Hutchings, a former Oxford don, as he stood on Pulpit Rock, was most impressive. Two years ago Dr. Van Dyke himself recited the ode and its peculiar fitness for this outdoor rite marked it immediately as one of the permanent features of the yearly ceremony. At the conclusion of the reading Z. E. Meeker sang "Hosanna," followed by the "Cantatares," a trained male chorus, who chanted Kipling's "Recessional." Gustave Hilvekus, the bugler, rendered "Calvary" touchingly and beautifully.

There were prayers and scriptural readings by clergymen of many Christian denominations, and a silent reading of St. Francis of Assisi's exquisite poem, "The Canticle of the Sun," and Longfellow's beautiful words "The Sermon of St. Francis," which embellished the artistic souvenir programmes which had been provided by generous Riverside citizens.

As the service was closing the sun burst forth in wondrous glory and the valley responded to the bright light as if touched by magic wands, sparkling with a thousand colors, and the throng, happy and all faces alight with good will toward mankind, slowly, almost wistfully, dispersed down the slope and melted into the valley.



LAST YEAR'S CROWD OF SIX THOUSAND AT THE SUNRISE SERVICE

Snap Shots of Doings in the War



RUSSIAN SOLDIERS CHARGE THE ENEMY

A remarkable photograph made in the field of action in Russian Poland, the exact location being suppressed by the Russian censor. Such charges have been characteristic of the fighting in the eastern theater of the war. Never before has there been such persistent and continuous fighting during the winter as has occurred between the Russians on one side and the Germans and Austrians on the other. In the Carpathian mountains Russian advances were made in March through snows waist deep.



PERMANENTLY DISABLED PRISONERS EXCHANGED

British wounded who will never be able to fight again being cared for by Dutch marines as they passed through Holland on their way home from their German prisons. The warring nations have arranged for the exchange of prisoners whose wounds have permanently disabled them. Germany is returning French prisoners through Switzerland and British through Holland, and the Germans exchanged from these countries traverse the same routes. Recently one lot of British consisting of seven officers and 93 men passed through Holland. Every man was either blind or hopelessly maimed. The Dutch Red Cross gave them food, cigarettes and flowers. Almost at the same time 100 German officers and men embarked from England on their way to Holland. They too, were permanently disabled, and upon them the kind-hearted Dutch showered attentions. The exchange of French and German prisoners through Switzerland has been quite extensive. Prisoners who may be capable of military duty in the future are not being exchanged.



AUSTRIANS ON GUARD AGAINST SERBIANS

An outpost where a conflict is likely to occur at any moment. The conditions in Serbia and along the border are terrible. Dr. Ryan, the American doctor in charge of the Red Cross hospital in Belgrade, has written that at one time 6,000 wounded Austrians were piled in the yard of the hospital. Typhus fever is epidemic throughout Serbia and parts of Austria.



ALLIED FLEET ADVANCING AGAINST THE DARDANELLES

A view, from the deck of the French battleship *Bouvet*, of a part of the most powerful fleet ever assembled for hostile action. It included 42 war vessels besides auxiliaries. Eighteen of them are shown in the photograph. The bombardment of the Dardanelles was one of the spectacular

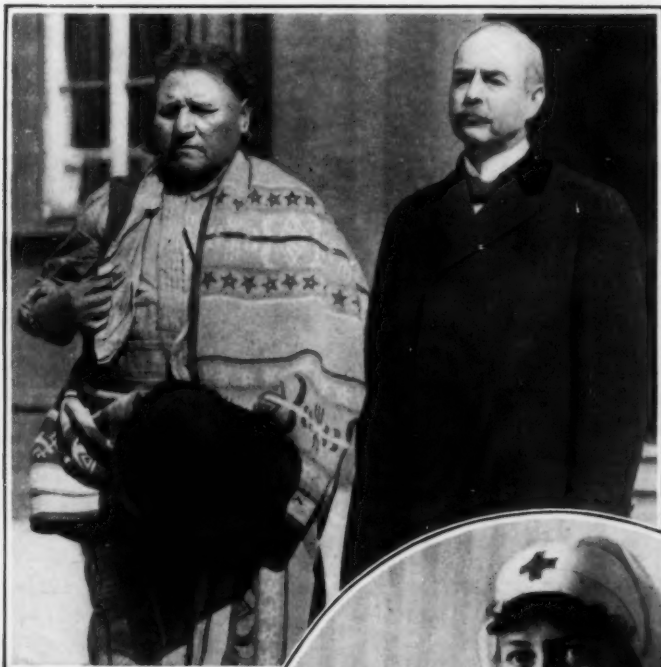
efforts of the war. The Turks made a good defense, but superiority of guns gave the Allies a great advantage. Severe losses were sustained by the mine sweepers, which, although unarmored, were obliged to work under heavy fire.

People Talked About



BRITAIN'S SMALLEST BUGLER

Hector Nichols, of Edmonton, Alberta, stowed himself away on the transport that carried his father's regiment from Canada to England, and was not discovered until after the ship had sailed. The officers were so pleased with his spirit that they made much of him on the voyage and after arrival in England enlisted him as a bugler. He is 14 years old and small for his age. He may get a chance to go to the front. It is understood that the first Canadian contingent is now in France.



CHIEF OF A WEALTHY TRIBE

Chief Oshe-gah-re, of the Osage Nation and Indian Commissioner Cato Sells. The chief and several of the leading men of his tribe visited Washington to discuss with the commissioner the terms of the Osage oil land leases. The Osage Indians are said to be the richest people in the world. About 2,000 members of the tribe own 1,500,000 acres of valuable oil lands.



ONCE THEY WERE FRIENDS

Emperor William II, in the uniform of a Russian colonel, and Czar Nicholas, in a German colonel's uniform, posed together for their pictures. Before the war the rulers of Europe were fond of handing honorary commissions to each other, but when hostilities broke out a great many resignations were tendered.



DECORATED BY KING ALBERT

Mlle. Jeanne Perichon, 23 years old, volunteered as a Red Cross nurse at the beginning of the war and in the trenches with the Belgian army acquitted herself with such heroism that King Albert conferred on her the Military Order of Leopold, pinning the insignia on her with his own hands. Fever stopped her activities for a time, and she is now in this country as secretary to the Countess de Heptinne, who is soliciting help for rebuilding Belgium.



A GREAT MASTER OF CHESS

José R. Capablanca, one of the world's famous chess experts, is a Cuban. He is pan-American champion and is noted for the brilliance of his game. He has been giving exhibitions of simultaneous playing in this country recently, and played 16 of the stars of the Washington Chess Club at one time. He won 15 of the games.



A SOPHOMORE AT NINE

Raymond Ray is a sophomore in the Hollywood High School of Los Angeles at the age of nine years. He is a normal boy, physically and mentally, only more wide awake than most boys. If he progresses as rapidly as in the past he will be a high school graduate before he is 12 years old.



THE LATEST MEXICAN INVESTIGATOR

Duval West, a San Antonio, Tex., lawyer, who was sent to Mexico some weeks ago by President Wilson, to report on conditions, and to try to bring about an understanding among the warring factions. The Mexican situation is, briefly: Carranza from Vera Cruz holds most of the coast territory, while Zapata is in control of Mexico City and adjoining districts. Villa holds a large part of the interior, and Yucatan has declared its independence of Mexico. All factions are fighting each other, and foreigners are in grave danger.



BRILLIANT WASHINGTON HOSTESS

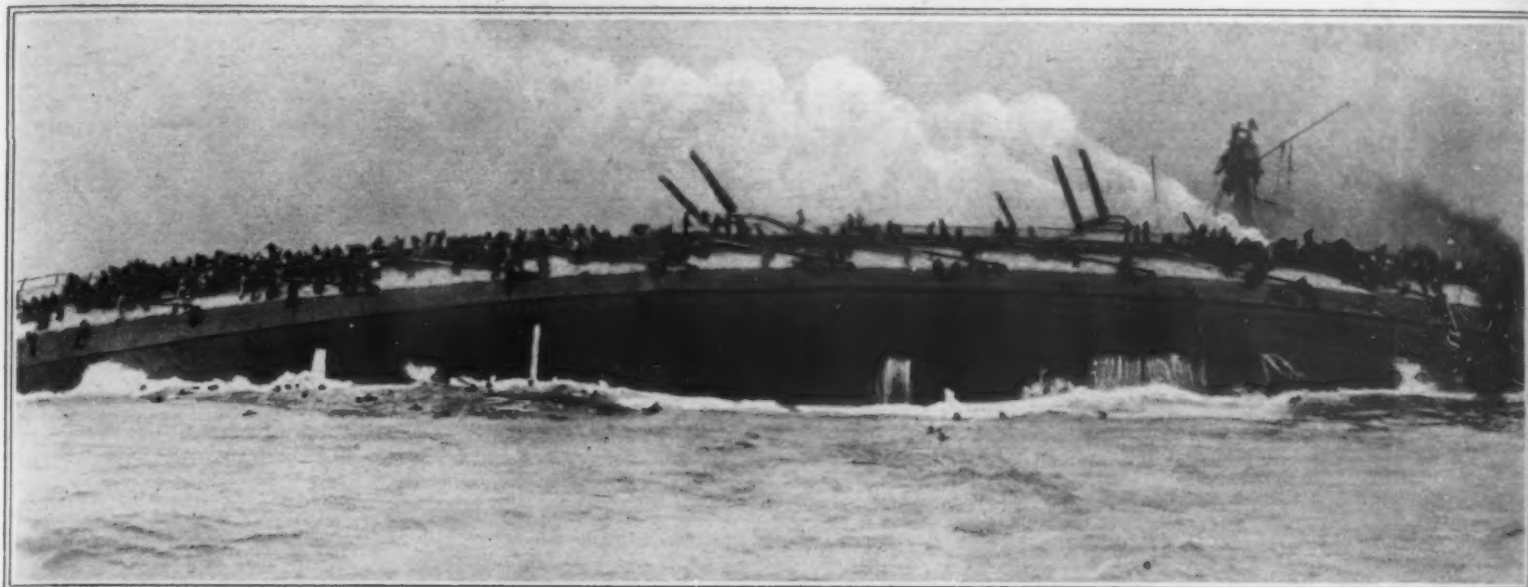
Mrs. Lincoln Valentine, a recent arrival in Washington, gave society in the capital a thrill by the beautiful "luminous bal masque" in which she appeared in the guise of a Guatemalan Indian maid. Nearly two hundred guests were present.



LEADING THE LAND ATTACK ON THE TURKS

General de Amade, of the French army, commander of the army co-operating with the Allies' fleet that is bombarding the defenses of the Dardanelles. He has shown great capacity in the defense of France and has a powerful force under his command.

Where Brave Men Fight and Die



THE *BLÜCHER* SINKING TO HER DOOM—MOST REMARKABLE OF WAR PHOTOGRAPHS

The German cruiser *Blücher*, destroyed by gun fire and torpedoes in the Dogger Banks naval battle, rolling over just before she sank with those that were left of her crew of 850. Some of the men had already leaped into the sea, while others can be seen going down the side of the half-capsized vessel. Still others

gathered forward, where they sang as the ship went down. A couple of hundred were rescued by British ships. This picture is reprinted in the intaglio process, which gives the full value of the photograph, by special request.



SAUSAGES ARE DEAR TO THE GERMAN SOLDIER'S HEART

A merry scene, this, and yet it was photographed only a few miles in the rear of the battle line in Belgium. Sausages play an important part in the rations of the German soldier because they are a compact and non-perishable form of

meat. Neutral correspondents who have been along the German lines report that the men are well fed and cared for, and that outside the trenches they do not suffer many hardships.



RUSSIAN BATTERY READY TO TAKE PART IN A SIX-MONTHS' SIEGE

The Russians commenced the siege of Przemyśl, in Galicia, early in the war, and it is still going on. This battery is shown in position near the beleaguered fortress, which is not a single fort nor yet a fortified town, but a whole series

of powerful fortifications. The siege has been going on for six months, and the defense of the garrison will go down in history as one of peculiar heroism. Several attempts to raise the siege have been defeated by the Russians.

PICTORIAL DIGEST OF THE



GERMAN TROOPERS RIDE WITH DRAWN ARMS

So fearful are they of franc-tireurs that when passing through Belgian towns singly or in small parties they are ready always for possible attacks. The Belgians, however, have given up the hopeless struggle by non-combatants.



RUSSIAN SOLDIERS CONVERSE WITH GALICIAN PEASANTS IN STYA

The inhabitants of Galicia are nearly all Poles, and while they have no cause to love Russia, yet racial ties make a certain amount of intercourse natural. Germany and Austria on one hand, and Russia on the other, hope to win the

sympathy of the Polish people through promises of what they will do for Poland when the war is over. The Poles want their country reunited and its independence restored.

RUSSIAN
SOLDIERS
IN GALICIA

These soldiers, on duty in a wooded area, are part of the Russian army. The opportunity for a wide campaign of franc-tireurs is not as great as the war has been. The war has been a long and hard one, and the soldiers are tired. They are not in the mood for a wide campaign. The war has been a long and hard one, and the soldiers are tired. They are not in the mood for a wide campaign.

A black and white photograph showing a man in a forest setting. The man, wearing a hat and a light-colored shirt, is kneeling on the ground, which is covered with leaves and debris. He is positioned next to a wooden cart that has a large barrel on it. The cart is made of wood and has a single large wheel visible. In the background, there are many tall, thin trees, suggesting a forest. A large tree trunk is visible on the right side of the frame. The overall scene appears to be a historical or documentary photograph.



RESCUING A COMRADE FROM THE FLOODS

Along the Yser River in Flanders all the low land was flooded by cutting the dykes, and fighting has been going on for months in the partly submerged districts. This is bad for the wounded, many of whom have been drowned.



MARINE GUARD OF THE GERMAN ARMY AT GUN DRILL.

These men are being trained to take part in the land campaign as light artillerymen. They are nearly all young, some of them scarcely more than boys. Reports from Germany state that there are still many men in civil life who

are fit for military duty and that the Empire has not reached the maximum of its military strength. Large numbers of young men whose classes have not yet been called to the colors have volunteered.

FRANC
SERP-
SERTERS
NEARRAS

Threeploers, on duty in a wood, are part of their enemy at a distance of half a mile. The opportunities for individual marksmanship are not so good as they were in warfare was "civilized," and snipers are sometimes referred to contemptuously as "snags." Nevertheless they have their part to play in a campaign. The French have marked marksmen. Germans say the French was an ammunition firing needs and the French that the best soldier is good a bad shot. The British come in steadily the German with the marksmanship of

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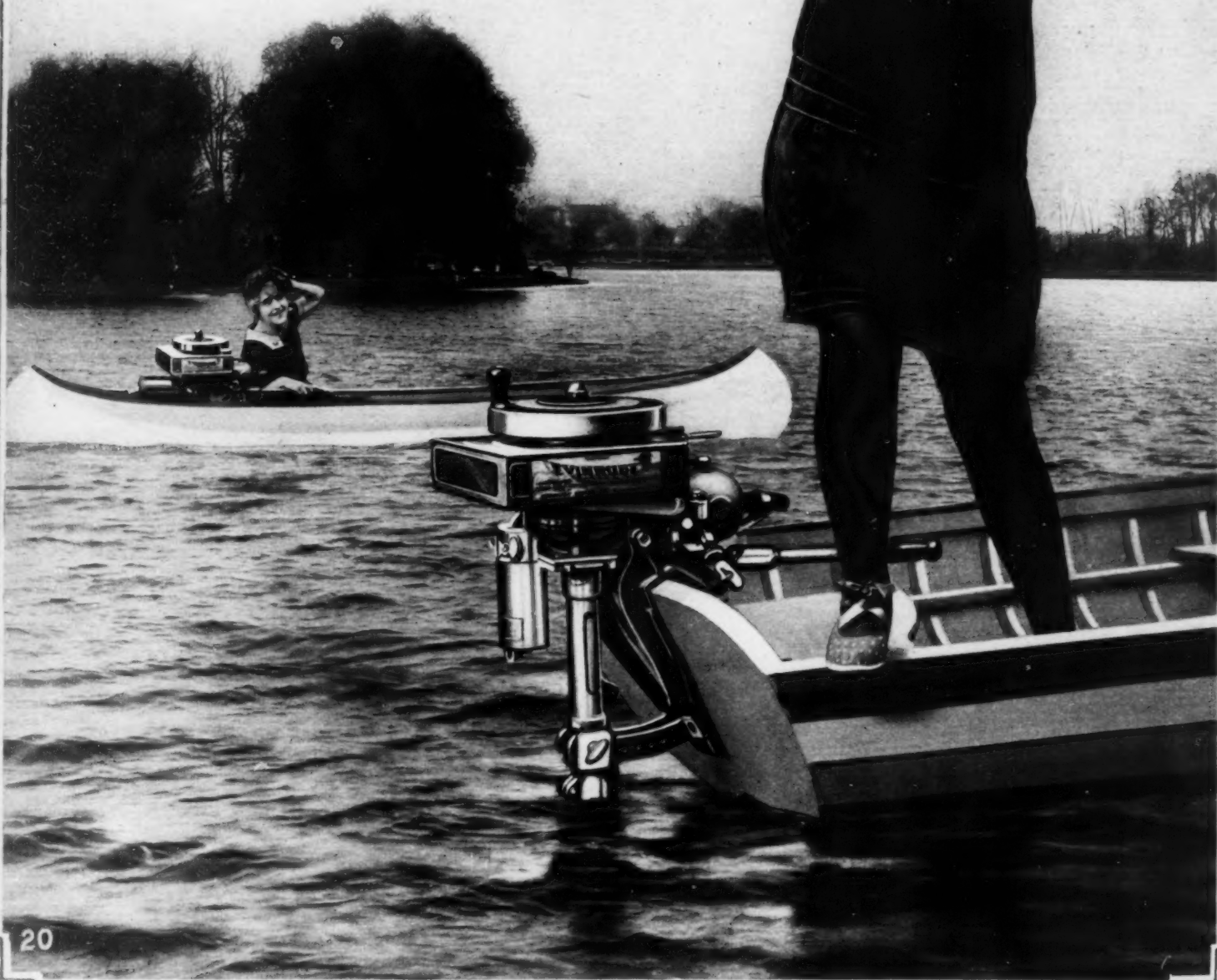
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GOAJIRA INDIANS OF COLOMBIA

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ALL Latin-America imported last year nearly \$48,000,000 worth of drugs, medicines, proprietary remedies and other chemicals used in pharmacy; also surgical instruments, hospital appliances and kindred articles to the extent of \$23,000,000. Of the other materials such as one is accustomed to find in chemists' shops or drug-stores, as, for instance, toilet preparations, face powders, face creams, tooth-pastes, brushes, razors, nursery bottles, mirrors, combs, toilet soaps, perfumes and the like, nearly \$60,000,000 came into these lands in 1913.

Mexico, Central America, Venezuela, Colombia, and the West Indies received about 85 per cent. of the above-named articles from the United States, while the remaining countries of South America purchased fully 90 per cent. of their requirements from Europe. Germany and England were the heaviest exporters of drugs and chemicals. France led in the matter of toilet articles, perfumes and proprietary medicines, while the surgical appliances and instruments came in about equal proportions from Germany, France and Belgium.

Latin-America offers an exceptionally good field for drugs and more especially proprietary medicines. Owing to the fact that doctors are comparatively few throughout these countries, and are only to be found in the cities and larger towns, and the further fact that they charge well for their services, the natives have been in a great measure thrown on their own resources and have developed a knowledge of the uses and therapeutic action of the common drugs and medicines. Through the aborigines and primitive Indians they have also learned much about the medicinal plants, shrubs, and trees indigenous to the soil.

Both cocaine and quinine were first discovered and used by the prehistoric inhabitants of Peru, Ecuador and Bolivia. A cup made from the wood of the tree yielding quinine was filled with water and allowed to stand overnight. In the morning the liquid had become saturated with the medicinal properties possessed by the wood, and its bitter contents were drunk. The quassia cups sold in drug-stores in this country during the past century were the early method used to administer quinine. The leaf from the tree giving cocaine is chewed to-day by the Indians living in the mountainous districts of Peru, Ecuador and Bolivia. It acts as a heart stimulant in those high altitudes and deadens the pangs of hunger so frequently felt by the half-starved natives.

The Chumus, who lived in Peru, according to some authorities, 25,000 years before Christ and whose dominions extended into Bolivia, Ecuador and parts of Brazil and Colombia, had a pharmacopoeia of their own. Most of the articles used by them as medicines aeons ago are used by the physician of to-day. Their surgeons were highly skilled, too. I have seen skulls dug up in their old cemeteries that showed that their owners during life had been injured many times in battle, by blunt instruments, presumably clubs, and that their lives had been saved by trephining. I recall one skull with four silver plates, several with three, very many with two, and hundreds with one.

Pharmacy is far behind the times in Latin-America. With the exception in some of the larger and more progressive towns of up-to-date drug-stores stocked with modern pharmaceuticals and employing graduate clerks, most of the stores are at least a century behind the times. Neither drugs, extracts nor tinctures are standardized as in this country. Each druggist makes his own extracts, tinctures and syrups. Soda-fountains are to be found in not more than half a dozen stores in Latin-America. Few efforts have been made to introduce them, and it is doubtful if the native could be induced to partake as liberally of iced drinks as we do in this country. Among the lower class of people, who, by the way, are the best customers of the chemist, a medicine is valued in proportion to its disagreeable odor and nauseating taste.

Toilet soaps and perfumes almost all come from France. The demand among all classes is for a highly colored and strongly scented soap. Perfumes are used as freely by the men as by the women and must be rich in odoriferous properties and heavy in essential oils. Perhaps in no part of the world are toilet powders and prepared chalk used so extensively as among Latin-American femininity. Even the blackest negro woman does not consider herself fit for public appearance until she has gone over her face, neck, bust, arms and hands with some whitening material of this nature. The result is accepted by the native as entirely proper, but to the foreigner the contrast is ludicrous. I know of one well-known toilet-powder manufacturer who has a standing order for 500 gross of pound tins of talcum powder a month from a druggist in one of the larger capitals of South America. These preparations are used more extensively in the tropical countries—Cuba, Porto Rico, Mexico, Brazil, Venezuela, Colombia, Ecuador and Central America being the best markets.

Many of the women of these countries have vagrant hairs on their lips, cheeks or necks. There is current some superstitious belief which precludes one from cutting or extracting them with scissors or tweezers, and as a consequence they are allowed to grow to indefinite lengths. A good depilatory or hair remover would prove an excellent seller. In order to properly introduce it, advertising should be done through the medium of the weekly papers, and it should be called by some appropriate French name.

Within recent years American drug houses and manufacturing chemists have been making determined efforts to get a larger share of this trade. Some concerns have opened factories in the most promising of the countries and have travelers covering the territory regularly. The field is inviting and could be more extensively developed.

Most of these nations have Pure Food and Drug Laws, and all pharmaceutical houses desirous of doing business within their territory must have their goods examined and approved of. The difficulties placed in the path of the manufacturing chemist by these various Food and Drug Boards are numerous and heartbreaking and can only be overcome by expending money according to the custom of the country.

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YOU step into your Ford. A touch to a pedal instantly starts the engine. If after dark, a simple switch turns on the lights. Off you spin.

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The Ford system as supplied includes motor-generator, 6-volt battery, enameled steel battery box, starting and lighting switches, regulator-cut-out, all necessary wiring, chains and sprockets. Can be installed in a few hours by any garage man or machinist.

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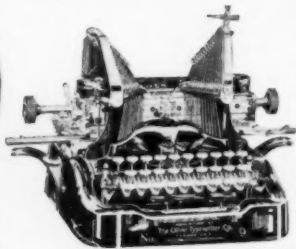
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WARNING!

This brilliant new Oliver comes at the old-time price. It costs no more than lesser makes—now out-of-date when compared with this discovery.

For while the Oliver's splendid new features are costly—we have equalized the added expense to us by simplifying construction.

Resolve right now to see this great achievement before you spend a dollar for any typewriter.

If you are now using some other make you will want to see how much more this one does. If you are using an Oliver, it naturally follows that you want the finest model.

17 Cents a Day!

Remember, this brand new Oliver "9" is the greatest value ever given in a typewriter.

Yet we have decided to sell it to everyone everywhere on our famous payment plan—17 cents a day! Now every user can easily afford to have the world's crack visible writer with Selective Color Attachment, and with the famous PRINTYPE that writes like print, included FREE if desired.

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THE OLIVER TYPEWRITER CO., 1171 Oliver Typewriter Bldg., Chicago

Cost of War in Men and Money

By MARTIN MARSHALL



FRENCH OUTPOST IN A FOREST

Recently the French have taken the offensive and have pushed their lines forward in a number of places.

AS the great war continues to drag its weary way along with daily slaughter of hundreds, even thousands, of Europe's best manhood without any decisive results, an increasing impatience is noted in the perpetual question of "when will it end?" Various wise theorists have hazarded speculations on this subject, one of the latest being advanced by Edgar Crammond, a financial writer for an English newspaper, who, in an address before the Royal Statistical Society of Great Britain, advanced the opinion that by July of this year the war must come to an end because some of the belligerents will then have exhausted their financial resources. He estimated the cost of the war at the end of July would be \$16,990,000,000 and the total economic loss, from damage to property and in other direct and indirect ways, at \$45,400,000,000. The London Times commenting on his estimates says that they are probably somewhat exaggerated.

The statement credited sometime ago to that most practical of men, Lord Kitchener, that the war would begin in May, has received a grim endorsement from Gen. Joffre, who, in his laconic way, has requested the authorities of France to double the number of beds in the hospitals. That is Joffre's way of announcing that a forward movement of gigantic proportions is to be attempted shortly. It is officially announced that Gen. French, commanding the British forces on the continent, had under him early in March at least 1,000,000 men. Further reinforcements were being sent across the Channel at the estimated rate of 10,000 a day. The Belgian army, recruited from refugees who escaped to friendly or neutral countries before the German occupation was completed, from below 80,000 to, it is reported officially, 140,000 men, undertook, about the middle of March, a series of advance movements which restored to King Albert some hundreds of metres of his domain.

In marked contrast to the steadiness of the lines along the western battle front and the comparatively insignificant advances which either side has been able to make, are the rapidly shifting fronts in the eastern theatre of war. The Russians and the Germans continue to seersaw backward and forward over the devastated war area. Fighting of an extremely sanguinary nature is in progress over a front almost 600 miles in length.

What the war has cost in men is variously estimated. According to the *Vossische*

Zeitung, a leading German newspaper, the loss of the Allies in killed, wounded, disabled by sickness, and prisoners reaches a total of 3,600,000 men, of which approximately 1,000,000 are prisoners. The Prussian losses alone are officially stated to be about 1,200,000 and it is entirely probable that the totals of the losses from other German states bring this number up to nearly 2,000,000. The German war department alleges that not more than 100,000 German soldiers are held as prisoners of war. Austrian losses have not been stated officially, but are probably not much short of 1,500,000. If these estimates are approximately correct, it will be seen that the losses on each side have been nearly equal and that 7,000,000 men have been removed from the activities of war either temporarily or permanently. The proportion of killed, including those who die of wounds, to the wounded who recover may be roughly estimated as one in three. Deducting 1,200,000 as the total number of prisoners on both sides, we have approximately 1,930,000 killed in seven months of fighting. Of the 3,800,000 wounded, perhaps one half, or 1,900,000 have recovered and are again fit for duty. The percentage of wounded who die after reaching the hospitals is very small, but great numbers die through delay in being removed from the field and because of the inadequate facilities of field hospitals.

It seems to be generally admitted that all of the warring nations are according humane treatment to their prisoners, especially to those who are wounded. The exchange of permanently disabled prisoners recently inaugurated is a manifestation of humanity which cannot be too highly commended. Facilities allowed by the various governments for a limited communication between prisoners and their families are also being developed, largely through the good offices of neutral nations, among which the United States is most prominent. These activities are well exemplified by the work of Edward Page Gaston, an American, who has been traveling back and forth between Great Britain and Germany carrying messages from prisoners to their relatives. In connection with Mr. Gaston, who was recently mentioned in *LESLIE'S* as an attaché of the American Embassy in London, we are informed that his activities are of a private nature and that he is not connected with the Embassy. His work is possible, however, only because he is a citizen of a neutral country, and the authorities of both countries have confidence in him.

The Teacher Gives of Herself



probably more than do those in any other of the world's professions—physically, mentally, nervously and vocally even.

You must put back into the storehouse what you take out of it each day. Just as the soil must have put back into it that vital part of itself which it gives to each crop it bears. You need food—recreation—rest. The simple answer to the problem is

ANHEUSER-BUSCH'S
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Liquid-Food-Tonic

An aid to digestion and itself a food—so much in so little that it helps you to the needful extra nourishment without digestive tax.

Helps you to seek and enjoy recreation because its tonic properties give you the physical stimulus to overcome the inertia of weariness. Rest—because a wine glassful before retiring is an aid to refreshing sleep.

Prescribed by physicians for the overtired, the run-down and the weak of health and digestion.

All Druggists—Most Grocers

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Columbia	It Pays to Advertise	Punch and Judy Republic Shubert	Polygamy	An absorbing Mormon drama.
Comedy Court	The White Feather Under Cover	44th Street	Sinners	Melodrama.
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Fulton	Twin Beds		Kick In	Good crook play.
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Globe	Chin-Chin		Taking Chances	Lou Tellegen in good comedy.
Harris	The Lie		The Peasant Girl	Emma Trentini and Clifton Crawford in musical comedy.
Hippodrome	Motion Pictures de Luxe			Thrilling melodrama.
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of selling direct from factory to home, I can save you from \$110 to \$200 on my celebrated Evans Artist Model Pianos.

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The easiest kind of terms, weekly, monthly, quarterly or yearly payments to suit your convenience.

All middlemen, jobbers, dealers and agents profits cut out. No charge for salesroom expense, for my office is in my factory. These are some of the reasons why I can sell the Evans Artist Model Pianos for such little money. Let me send you the other reasons. Write today.

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Reliable authorities tell us that Constipation is the primary cause of 97 per cent of all diseases.

Remove the Cause with Nature's Own FOOD
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A combination of macerated wheat, nuts, raisins, and other wholesome corrective foods. Possesses all the organic vitality your blood and nerves demand. Supplies the necessary nourishment, and mineral salts to restore health and keep you in health. Aids digestion. Gives you a natural, normal appetite. Prolongs life. Prevents disease. Makes life worth living.

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There is nothing so good as Tyler's Macerated Wheat for relieving constipation and consequent ills so common during the maternity period. Remarkably beneficial for the child. Of greatest value for producing and keeping up a good supply of rich, nutritious mother's milk. Write for literature giving valuable information for mother's diet. Send 2c stamp for Raw Food Book and Health Guide or send 10c for Trial can of the Food and Book, postpaid to any address.
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45% to 50% saved on regular prices; choice of over 2000 Popular, Classic and Operatic Selections; famous for exquisite tone arrangement. (88-note rolls only.) Get out.

Money-Saving Prices
in 88-page FREE Catalog—write NOW, save money; service exceptionally prompt.

S. L. Consumers Music Co.
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In the World of Womankind

By FRANCES FREAR

EDITOR'S NOTE:—This department is devoted to the interests of women. It aims to deal with vital problems in a wholesome and helpful way, and invites the co-operation of its readers. Inquiries will be answered, either through the columns of the paper, or by letter. In case the answer is wanted by mail, a stamp for postage should be enclosed, and all communications should bear the name and address of the writer. Address Frances Frear, care LESLIE'S WEEKLY, 225 Fifth Avenue, New York City.

Mothers, Get Busy

IT used to be that the college student was the target of criticism for all manner of excesses; now it is the students of our high schools. Presumably the high schools contain our choicest boys and girls, yet every once in a while a principal or local educational board has to speak against the way the girls dress or the questionable social habits between the two sexes. Principal Jackson of the Lynn (Mass.) English High School, in addressing the 1,000 girls and boys under his care, charged them with "cigarette smoking, immorality and immodesty." Complaints had been made by the school committee of the way things were going, and the principal was authorized to make wholesale expulsions unless there was an immediate improvement in conduct. Smoking, flirting and improper conduct generally were referred to. Principal Jackson pictured a boy of the school walking down the street between two girls, each dressed like a fashion plate, and he puffing a cigarette. He told the girls they should consider every puff an insult. He referred, too, to the immodest custom of girls calling up boys on the telephone and making "dates" for the evening.

Yet we marvel at the lack of refinement that pervades our social life to-day. If this sort of thing continues among our high school students, in the next generation there will be no respect for social conventions, or possibly no conventions to respect. What can mothers be thinking about when they dress their sixteen- or seventeen-year-old daughters like a "fashion plate"? Or what has become of feminine modesty when young girls, who ought to be spending their evenings at home with their books, take the initiative and make "dates" with boys? Or what about the home training of the boy who parades the streets with a girl on either side of him, puffing cigarette smoke into their faces? It is about time we got back to some old-fashioned standards for our boys and girls both in the high schools and the homes.

Girls Decline Out-of-Town Jobs

WASTE no sympathy on girls who are willing to risk starvation in the city rather than take out-of-town jobs at good wages. No one will deny that the unemployment situation is acute, and that there is much suffering this winter, particularly in the cities and manufacturing towns. But that there may be two sides even to the unemployment problem is shown by Miss Gertrude R. Smith, chairman of the Vacation Committee of New York City. By establishing sewing-rooms for war relief the Vacation Committee has been able to give employment and "tide over" wages to 400 girls who had been thrown out of work. Miss Smith tells of an opportunity to get work at a New Jersey factory, less than two hours' ride from New York, which they have been unable to get girls to accept. A manufacturer has a rush order for a large number of uniforms for one of the warring countries. He offers the girls wages of \$12 a week up and promises to find them good homes. The Vacation Committee has urged the girls to go, but they refuse and quite frankly say they prefer to stay in New York and run the risk of starvation. It doesn't pay to waste sympathy on such girls, or on any person who refuses work because it doesn't come up to his standard as to wages, hours and location. The Industrial Workers of the World, a notorious organization, in practice not at all true to its name, is the leader in this sort of thing. Even girls have caught the same spirit, as the experience of the Vacation Committee shows, but

it is only fair to say that this does not represent the attitude of the majority of those who are out of work.

A Good Woman's Worthy Life

IF to go hence with none but good words spoken of one be a blessed thing, then was the life of the late Mrs. John D. Rockefeller most felicitous. Never from any source was she the object of carping criticism or the bitter flings of envy. The universal testimony is that she was a worthy, wholesouled American matron, unspoiled by the wonderful material success achieved by her famous husband. With great wealth at her service, she never misused her favored position, but employed it wisely and dutifully. Shunning ostentation, she did not seek to dazzle the community with displays of riches or a luxurious mode of living. A sensible woman with refined and domestic tastes, she had no ambition to shine in so-called society, or to pose in the sunlight of publicity, but lived in quiet and well-ordered wise. As a helpmate to her husband and a mother to her children she was beyond compare. An ideal home-maker, her sympathy overpassed the household bounds, and her spirit of benevolence found expression in charities that were not heralded from the house-tops. All those virtues and graces which make up a fine Christian character were hers, and her entire plan of life was a refutation of the calumnies so frequently launched against people of wealth. Mrs. Rockefeller was an honor to American womanhood and her example had a wholesome influence on the world.



THE LATE MRS. JOHN D. ROCKEFELLER

The highly esteemed and devoted wife of the famous captain of industry and philanthropist.

The Basis of Women's Rights

SO far as fitness to exercise the ballot is concerned, there is nothing in woman's physical, mental or moral nature that would prevent her from exercising that privilege on equal terms with men. Speaking at the Suffrage Shop in New York City, in defense of woman's right to vote, Dr. William Bohn of the Ethical Culture School gave his own experience to show that there was no sex in brain and that women are just as logical as men. The case of woman would not fall if it should be shown that she is not so logical as man, or that she did not possess this or that trait possessed by man in an unusual degree. An equalization of the rights enjoyed by the two sexes is a matter of justice which must eventually prevail. But there are certain fundamental differences between the two sexes, and there is no sound reason why these differences should be battered down. Women should enjoy the franchise whether they are as logical as men or not, just as men possess it irrespective of whether or not their powers of intuition are as strong as woman's.

Enter the Full Skirt

FOREIGN fashion experts say that the prompt acceptance of the full skirt by American women has made its success certain. Paris had such models ready just before the outbreak of the war, but the best London dress-makers did not think the women of England were ready for so novel and radical a change. From the tight skirts of the last few seasons to a skirt six yards around is about as revolutionary a change as is possible. Why couldn't the fashion makers have stopped about half way? The change will be acceptable to manufacturer and merchant, but as a London costumer points out, it will fall hard upon many women who because of the financial stress of the war hoped to make last year's dresses serve for this spring and summer. Why not do so anyway?

10% More for Your Money

The 25-cent package of Quaker Oats is nearly three times larger than the 10-cent size. By saving in packing it offers more for your money.



Sun Power

Makes a Vim-Food of Delicious Quaker Oats

Sun and soil store up vast latent energy in oats—just as they did in coal.

Set free, it creates vitality. It gives spirit and go. So much so that to "feel one's oats" signifies vivacity. This power has for ages given oats a unique place among foods.

Nature, to win folks to this vim-food, makes it a luscious grain. On no other cereal does she lavish such flavor and aroma.

In Quaker Oats we are simply helping Nature. We pick out the biggest, plumpest grains. We enhance their deliciousness by heat. And we bring them to you—just the cream of the oats—in the form of rich, inviting flakes. Thus we multiply this great food's fascinations.

That's why Quaker Oats is important. It makes oat food attractive. And that's what mothers want.

Quaker Oats

The Energizing Dainty

You will never find, in all probability, an equal oat-food dainty. Oat lovers today, from nearly all the world over, send here for Quaker Oats. You can get them at your nearest store without any extra price. Don't you think it wise to do it?

10c and 25c per package
Except in Far West and South

Quaker Cooker

Each package of Quaker Oats contains an offer on a perfect double cooker, made of pure aluminum. It is made to cook Quaker in the ideal way.

(1892)



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"Republics give uninterrupted mileage under all road conditions!"

—says Old Man Mileage

On dry, rough, gritty country highways Republic Staggard Tread Tires speed along in smooth-running harmony with the road. On smooth, wet city streets the long, tough studs of the Republic Staggard Tread grip with bull-dog tenacity, hold the wheels true to their course, minimize the danger of skidding and slipping.

Uninterrupted mileage—continuous service—safety—that is what counts in motoring.

Republic Tires and Tubes are the first choice of thousands of motorists who look for these things—of men who think thousands of miles ahead when they buy tires. They have learned that Republics are **Quality** tires built as nearly trouble-proof as human ingenuity knows how.

Try a "find out" tire today. Write for "Old Man Mileage—His Book," which tells a lot you ought to know about tires.

THE REPUBLIC RUBBER CO., Youngstown, O.

Branches and Agencies in all the principal cities.

REPUBLIC TIRES

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TRADE MARK REGISTERED
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The Old Fan Says:

By ED A. GOEWEY

Illustrated by "ZIM"

THAT it would be a mistake to have the 1916 Olympic games transferred from Germany to the United States is the general feeling among athletic leaders in this country. While it is conceded that the great event cannot be held in Berlin next year, the opinion most often expressed is that these games either should be postponed or dropped entirely. Frederick W. Rubien, secretary-treasurer of the Amateur Athletic Union, gave expression to the consensus of opinion hereabouts, when he stated recently, that unless the games could be carried out on the scale of former Olympics, with most of the countries of the world properly represented, he felt sure a meeting in the United States would not be successful. The proposition to hold a series of games which should not go down in the records as truly Olympic, he felt would be a waste of time.

Turning over the meet to this country at this late date would give but little opportunity to obtain a representative list of entries, not to mention the fact that many of Europe's greatest athletes have been killed, while practically all of the others are either at the front or recovering from injuries.

The best plan for all concerned is to postpone the next Olympiad until 1920. Then, if the international thinks best, Uncle Sam will become the host of the leading exponents of brawn, muscle and speed from all over the world.

That Soldier Song Again

I didn't raise my boy to be a soldier,
A job which pays but fifteen "bones" a month;
A star pitcher he shall be
At a fancy sal-a-ree,
You get glory, but no coin, when you're a soldier.

Gossip Between Showers

"To the day," meaning April 14.
Baseball partisans should not overlook the fact that there still is a baseball club in Chicago, familiarly known as the Cubs; and that the manager, one Roger Bresnahan, knows what are trumps every hand.

Although not signed as yet, there is every reason to believe that habeas corpus and injunction will be found playing in the majors during the coming season.

If offending ball players, instead of being fined, were compelled to read a President's message from beginning to end, there would be discipline of a high order on the diamond at all times. As they used to say in "The Mikado," make the punishment fit the crime.

So long, old man, good-by.
You've played your game, you've tasted fame.
But now your eyes are dim, your pace is slow.
Another man, more youthful, shall replace you
In the show.
While you begin your journey to the bushes,
whence you came.

Bill James will twirl for the Braves the coming season, for as far as he was concerned, the hold-out stunt was a flivver. At the time the pitcher was doing more than hint that a substantial increase in salary would cause him to hasten to the training camp of the world's champs, a fan asked Jim Gaffney, owner of the outfit, if he had "come across" with the desired advance for James. "James?" said Gaffney, in a puzzled manner, "The name sounds familiar. Oh, yes! That's the fellow who died out in Missouri—brother of Jesse James or something." Then he passed on. Possibly Bill heard of the conversation, for three days later he was in camp preparing for the season's labors at the salary for which he had signed a contract.

The average ball tosser is the kind of a traveler who divides all cities into two classes—those in which he gets all he wants to eat at the hotels and those in which he does not.

If the big league ball player who boots a play were as bad as his manager tells him he is, he'd have a hard time landing a job in the X. Y. Z. league.

Another "Landmark" Gone

The last left-handed infielder, first baseman excepted, has passed from the strenuous precincts of baseball. He was "Kid" Mohler, who tarried in the majors but briefly,

spending most of his twenty-six years as a diamond performer in the Pacific Coast outfit and other minor leagues. Mohler's last work was with the Woodland club, of one of the independent California leagues, and after his release from that aggregation he announced his retirement. Mohler and William Hulen, who covered short for the Phillies in 1896, bear the distinction of being the only left-handed infielders, barring first sackers, who ever held regular berths in the ranks of the majors. "Wee Willie" Keeler has played at third in emergencies and Hal Chase had a brief fling at second and short.



The unexpected arrival.

But Mohler was the best of all the port-side infielders and year after year was considered the best second sacker on the Pacific Coast.

Just So
Little clouds of darkness,
Little drops of rain,
Give the players leisure
And the fans a pain.

"Played It Safe"

Claud Cooper is the one player who received a slice of world's series money, though he played in none of the games. Cooper, as you will recollect, was the youth who often acted as official runner for Larry McLean, the Giants' backstop. When he grew tired of that job he joined the Brook-feds. The Wards offered him a contract which called for more money than he had been getting from McGraw, but before scribbling his "John Henry" near its southern extremity, he was seized with an idea. What's that? Oh, yes! Ball players have ideas, especially where money is concerned.

Well, Claud intimated that if he quit the Giants, who were practically sure of winning the National bunting, he would lose a nifty bit of world's series change. "Well," Robert Ward is reported to have asked, "what would your share be?" "About \$2,000," is said to have been the reply. "Would you like to have it now or at the end of the season?" inquired Ward. "I'll take it now," was the pertinent come back. And he got it too, though the Giants did not win the pennant.

Heard On the Coaching Line

Recently Roger Bresnahan, the hustling manager of the Cubs, went to New York with \$30,000 in real money in his jeans with which he intended to purchase players to strengthen his team. Reaching the metropolis he discovered that, at the prevailing rates, he had about sufficient coin to buy a mascot, so he took the next train for home. To-day diamonds are cheap when compared with ace-high ball tossers.

A Sioux City news item states that a resident of the place recently bowled continuously for twenty-four hours. What had the man done to deserve such a sentence?

Before Messrs. Ruppert and Huston purchased the Yankees they were told that the other clubs in the American outfit would do a lot to assist them in strengthening their team. To date they have not even been presented with a wornout bat bag, and the future appears equally unpromising.

Now that the Chicago Federal League club has been christened the Whales, the players are wondering if they will be compelled to do a Jonah overboard if the outfit takes a pronounced slump after the season's opening.

Jack Coombs, once the "iron man" of the Athletics, will try his luck on the slab for the Dodgers this season. He says that he has recovered completely from the ailment which has kept him idle most of the time since 1911, and every fan in the country will root for his success. If Jack has "recovered his arm" he will prove a tower of strength for the Brooklyn contingent.

Why Negotiations Stopped

Mike Donlin and President Gilmore, of the Feds, met recently and this was what was said: Gilmore: "Mike, do you think you can get into shape to play ball this season?"

Donlin: "Say, listen. I can hold the bat behind my back and hit harder than most of the men in your league if I play every day."

Gilmore: "How old are you, Mike?" Donlin: "Twenty-one." Conversation ceased right there.

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MODERN HISTORIANS OF AN ANCIENT RACE

Blackfoot Indians of Glacier National Park Reservation making a pictorial history of their tribe. Over half a mile of canvas was required for the purpose and several hundred pounds of paint were used in this stupendous task to which the Indians lent their best efforts. The hieroglyphics thus inscribed tell the history of the tribe's war and hunting achievements. The figures used in the crude pictorial language represent one hundred and one objects, such as animals, bows and arrows, tipis, corals, trees, mountains, but everything has its meaning and the "history" has been literally transcribed for records of the Blackfoot Indians. Travelers this summer will be able to view this unique "history" when visiting Glacier Park. Similar records of Indian life, many of them originals, painted on elkskins two or three hundred years old, will be exhibited by the "bow-and-arrow" braves at the Panama Exposition at San Francisco.

Leslie's Travel Bureau

EDITOR'S NOTE—This department will give specific information to LESLIE'S readers who are planning to travel at home or abroad. It is created to meet a special need that shows itself in the numerous letters that come to this office daily. In many cases these inquiries duplicate one another and the printed answer to one will give welcome information to others. Correspondents are requested to state definitely their destination and time at which the proposed trip is to be made. This will facilitate the work of this bureau. Stamps for reply should be enclosed. Address Editor Travel Bureau, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City.

HELPFUL HINTS FOR THE TRAVELER

A GOOD traveler always plans a journey well in advance. Proper preparation for a trip means more than merely packing a trunk or "grip," buying a ticket and engaging a Pullman. It should mean also mental preparation to put one in the best condition to fully appreciate every detail of the journey and to return refreshed, revived and with a broader and better outlook on life.

A helpful plan to follow is to make notes of items on dress, climate, baggage regulations, money exchanges and travelers' cheques, hotels and their rates, safety and customs rules and passport requirements as they come to one's attention from time to time. Keep clipping books in which maps and excerpts from newspapers, periodicals, timetables, etc., can be pasted in alphabetical or chronological order. Then, just before you are to take your trip, make a study of the items you have gathered and read the timetables and booklets bearing on your journey, furnished by all steamship and railroad companies without charge.

These will tell you the regulations while on shipboard, how to send wireless messages, how seats are assigned at table, how steamer chairs and rugs are obtainable and regulations regarding baggage. They also contain nautical information and sometimes a ship's itinerary, notes of interesting sights on the voyage, the meal hours and safety and acci-

dent rules. Railroad timetables contain information for the novice such as how to read the timetables, how tickets can be purchased on trains in case of necessity, facts about mileage, stopover privileges, time limits of tickets, redemption of unused tickets, baggage regulations, dining car and Pullman service, information regarding lost tickets and numerous other facts that travelers should know. Nearly all the railroads in this country, and many abroad, have comprehensive booklets giving wayside notes about places of interest along their line that will help make a journey interesting and instructive.

If these rules of preparation for a trip were followed by most travelers many foolish and unnecessary questions put to steamship officers and railroad officials would be avoided and much unconscious discourtesy might be escaped on both sides. One can always appreciate new scenes and strange lands better if he has studied the history, geography and topography of the country through which he is passing. It is well to know a little about the climate, the people, the occupations, manufactures, trees, flowers and animal life of a region you are visiting for the first time. The most companionable person on a journey is not always the globe-trotter. He may be some one on his first trip who has prepared for it by proper study.

M. F., Warren, Pa.: Florence, Oregon, is in the extreme southwestern part of Lane County, on the Pacific slope. It may be reached from Eugene, on the Southern Pacific Railroad, by stage to Sumner and boat to Florence, leaving Sumner at 8:30 A. M. daily. Rate from Eugene, \$4.40. Approximate fare from Warren, Pa., to Eugene, Ore., \$70.50.

D. A., Des Moines, Iowa: A splendid map of San Francisco and vicinity, showing street car and railroad lines, ferry connections and steamship services, and giving interesting information about places to visit in and near the Exposition City, has been issued by the Southern Pacific Company. It will be sent free to readers of Leslie's Travel Bureau. Write to Charles S. Fox, Passenger Traffic Manager, Southern Pacific Company, San Francisco, Cal., for a copy.

J. W. J., Eminence, Ky.: Both Glacier National Park and Yellowstone Park can be visited in returning from San Francisco to the East via the following route: San Francisco, Portland, Spokane, Glacier National Park via Southern Pacific and Great Northern Railways; Shelby to Billings, Mont., via Great Northern; Billings to Livingston via Northern Pacific. The additional charges from Billings will be: round trip to Livingston, \$6.90; Livingston to Yellowstone, 5 1/2 days' tour of the Park, 17 meals and 5 nights' lodging and stage, \$55. Returning to Billings the regular exposition round-trip ticket will cover transportation via Kansas City and St. Louis, but not via St. Paul. The latter city can be visited on the regular ticket if the Yellowstone tour is omitted. Last year's rates for tours in Glacier were as follows: One day, \$9.25; three days, \$21; five days, \$31.25; seven days, \$47. Rates for the coming summer have not been established.

A. D., Tipton, Iowa: The Travel Bureau does not furnish information as to cost of laundry, lodgings, etc., at the various cities of the country. It gives only rates and routes of tours. For information regarding accommodations in San Francisco, write the San Francisco Hotel Bureau, Market and Kearney Streets, San Francisco. Possibly the Chamber of Commerce at Fresno can give you similar information regarding that city. Have you applied to the Y. W. C. A. for a list of their branches? Usually accommodations can be had through that organization that are both safe and moderate in price. The Rock Island to Denver, thence Santa Fe would be a direct route to Fresno, or you can go via D. & R. G.-Western Pacific, or Union Pacific-Southern Pacific from Denver, reaching San Francisco en route to Fresno. It is illegal to purchase a round trip ticket and sell the return half of it. The railroad company will allow refund for any unused portion of your ticket, taking out the one-

way fare, subject to whatever stops you make en route. The round trip fare between Tipton and San Francisco is \$60.61 and the one-way fare, \$57.06; first class Pullman, \$12.50; tourist Pullman, about \$6.

M. S., Albany, Minn.: You can visit either the Canadian Rockies or Yellowstone Park in going from Albany to San Francisco. Stopping at Yellowstone the route would be via the Great Northern to Fargo, thence Northern Pacific to Yellowstone. The Canadian Rockies can be reached via the Soo Line from Albany to Portal, thence Canadian Pacific. Both are interesting and educational routes. You can return via such scenic lines as the Feather River Canyon and the Royal Gorge, or visit the Grand Canyon and the Petrified Forests of Arizona. The railroad fare is \$74.45, not including Pullman and meals. Stops in the Rockies will cost from \$1 to \$6 a day, American plan. Trips through Yellowstone, stopping at the camps, instead of the hotels, range from \$30 up. In San Francisco accommodations can be had as low as \$1 a day. Incidentals such as carfare, admission to the exposition grounds and concessions, etc., will bring your expenses, together with meals, up to from \$3 to \$5 a day. The side trip to Grand Canyon from Williams will cost \$7.50 additional. The rates at Bright Angel Camp for room only, are \$1 and \$1.50 per day. Plain but well-cooked meals can be had at moderate prices at the Harvey Café.

R. W., St. Paul, Minn.: The Streckfus Steamboat Line of Mississippi River steamers operates between St. Paul and St. Louis. From St. Louis the Lee Line has steamers leaving every Tuesday and Friday for Memphis. Thence you will probably have to travel via rail to New Orleans unless the Streckfus Steamboat Line operate special excursions to New Orleans the coming summer, as they have done in previous years. Write their general office, foot Washington Avenue, St. Louis, for information regarding special tours to New Orleans. From St. Paul to St. Louis the one-way fare via steamer is \$18, meals and berth included, for the four days' trip. From New Orleans to San Francisco and return to St. Paul by rail will cost \$116; Pullman to San Francisco, \$11.50; San Francisco to St. Paul, \$15.50. If you wish to continue the trip by boat from New Orleans, the rate to Colon via United Fruit Steamers will be \$55; across the Isthmus by rail, \$3; Balboa to San Francisco via Pacific Mail Steamers, \$120; rail to St. Paul, \$57.18. The following lines operate along the Pacific Coast from San Francisco: Pacific Coast Steamship Co. and Pacific-Alaska Navigation Co., for Seattle; San Francisco & Portland S. S. Co., Great Northern Pacific Steamship Co., and North Pacific Steamship Co., for Portland.

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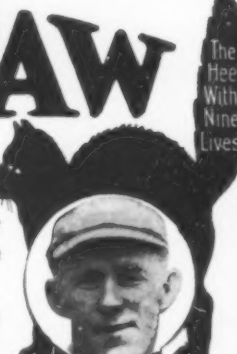
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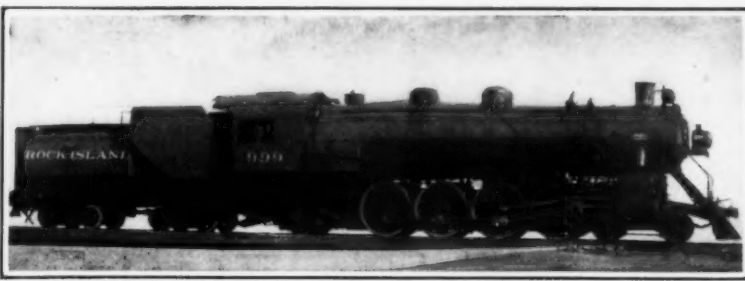
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THE LAST WORD IN PASSENGER ENGINES

The adoption of heavy all-steel equipment by the railroads has necessitated the purchase of more powerful locomotives. Twelve locomotives like that shown above were some time ago delivered to the Rock Island, Chesapeake and Ohio and the Missouri Pacific roads. The locomotives are the most powerful ever built for passenger service, and have a maximum tractive power of 50,000 pounds. The length of engine and tender is 70 feet two inches, and the combined weight is 490,500 pounds. These locomotives are capable of a speed of 60 miles an hour, drawing the heaviest all-steel passenger trains. They are used to haul ten, twelve and even fourteen-car trains.

Jasper's Hints to Money-Makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full cash subscription rates, namely, five dollars per annum, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of LESLIE-JUDER Company, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York.

CAN the blind lead the blind? Of course not. Neither can a spendthrift teach one how to be thrifty.

A reader of LESLIE'S writing from Canton, Kans., says: "The difference between the way government affairs and private business is conducted is that in private affairs, we start the new men sweeping out the office, advancing them as they learn the business and show capacity for larger duties. In government affairs, they size a man to see that his politics are right and then they start him at the top."

And yet we have had a Congress (lately adjourned) that was elected on a platform denouncing extravagance and solemnly pledging retrenchment. This Congress went out of office with the country running behind in its revenues at the rate of more than \$3,000,000 a week, or half a million dollars a day. Yet these Congressmen insisted on passing the Clayton Bill to regulate the business of the country.

This is the Congress that wanted to go into the shipping business in competition with private ship owners. It favored government ownership of telegraphs, telephones and railroads. It helped drive the express companies out of business and the railroads to a point where they have abandoned dividends in many instances and in numerous others have gone into bankruptcy.

Yet the people wonder why so many are out of work. Whose fault is it? The fault of the people themselves that they permit demagogues to control the voters by fraud and misrepresentation.

A gentleman in Pennsylvania, a reader of LESLIE'S, says he sent letters to members of the Legislature calling attention to the distressed condition of business. He wrote: "The business conditions can be likened to nothing else than those which obtained in France during the 'Reign of Terror.' True, the 'Terror' cut off heads while we are only cutting open business. The heads will fall off without cutting when business has been sufficiently ripped open, for business feeds the heads. We are submerged, enmeshed, crisscrossed, hamstrung and sewed up with laws. In the face of this condition, legislation should take the form of repeal, not enactment of more laws."

True, every word. I wish that every reader of this department would write to his member of the Legislature and let the latter know what public sentiment is.

No Congress ever entered upon its duties after Inauguration Day with a more favorable public sentiment behind it than the Congress which has lately dissolved "unwept, unhonored and unsung." When the new Congress begins its regular session in the fall, its members will have had time to learn from their constituents what the sentiment of the American people is. I urge all business men to have a plain talk with their members of Congress and to do it now.

The stock market still bears evidence that the bargain-hunters are quietly awaiting their opportunities to pick up the prizes that others must drop. I well recall the profound depression in the railroad world nearly a quarter of a century ago when railroad securities were being unloaded on every side and when bankruptcies were

more frequent even than to-day. But the clouds rolled by then and they will now.

H., Roselle, N. J.: The International Correspondence School reports a large business and has been paying dividends on its stock.

R., Tippecanoe City, O.: Telepost stock is not quoted on the exchanges. You seem to have been offered for it all it is worth.

W., Boston: Havana Tobacco is on record as not earning its fixed charges and as showing a yearly increasing deficit. I cannot advise the purchase of its 5 per cent bonds.

K., Reading, Pa.: All the stocks you mention are good business men's investments. My preferences would be Southern Pacific, Northern Pacific, Atchison and Brooklyn Rapid Transit.

S., Pittsburg, Pa.: The Ward Baking Co.'s securities are not listed on the exchanges. The capitalization is rather large, considering the company's high estimate of good will and patent rights. The company reports a large and increasing business.

O., Tampa, Fla.: 1. Virginia-Carolina Chemical common has paid no dividends since February, 1913. It cannot be called a good speculation at present. Its future value depends upon business conditions which cannot be foretold. 2. Southern Pacific is regarded at present as a good purchase at around 83.

W., San Francisco: 1. Chicago Union Traction has gone out of existence and has been succeeded by Chicago Railways Company. The capitalization of the company is heavy. The securities are not a first-class investment. 2. See answer to W., Boston, regarding Havana Tobacco. 3. Missouri-Pacific and Pittsburg Oil and Gas are not speculatively attractive at present.

New York, March 25, 1915. JASPER.

SPECIAL CIRCULARS OF INFORMATION

Readers who are interested in informing themselves regarding the New York Stock Exchange, its methods and controlling influences, and who desire to secure booklets, circulars of information, daily and weekly market letters and information in reference to particular investments in stock, bonds or mortgages, should scrutinize the announcements by advertisers on the financial pages, offering to send, without charge, information compiled with care and often at much expense. Readers should feel free to send a letter or a postal card for any information they may desire from the following sources:

First mortgage loans of \$200 and up, paying 6 per cent., are recommended by Perkins & Co., Lawrence, Kans. Write for their "Loan List No. 716."

Securities based on Southern farms and paying 6 and 7 per cent. interest are described in literature which will be sent free by Sessions Loan & Trust Co., Dept. 5, Marietta, Ga.

"List B." of 125 railroad, public utility and industrial bonds bearing 4, 5 and 6 per cent. interest can be had of Beyer & Co., "the \$100 bond house," 55 Wall Street, New York.

A circular of suggestions regarding Standard Oil and other good stocks will be sent to readers of this column on request by Slattery & Co., dealers in investment securities, 40 Exchange Pl., New York.

Banking by mail, at 4 per cent. interest, is explained in "Free Booklet L," sent free on application by the Citizens Savings & Trust Co., Cleveland, O., a long-established financial institution.

The story of Sugar and its future delivery market is told in "Booklet L. W.," which may be had without charge from Rensdorf, Lyon & Co., members New York Stock Exchange, 33 New St., New York.

First mortgages based on valuable real estate and bearing 7 per cent. interest are dealt in by Aurelius-Swanson Co., 28 State National Bank Bldg., Oklahoma City, Okla. Write for their free booklet. A circular giving facts about United Cigar Stores, Riker-Hegeman Drug and World Film stocks will be sent on application by Harold Dickerson & Co., 52 Broadway, New York, with a booklet describing the "Monthly Payment Plan."

The Partial Payment Plan, a method of investing while one saves, is set forth in "Booklet 4, Partial Payment Plan," which will be sent free by John Muir & Co., specialists in odd lots, and members of New York Stock Exchange, 74 Broadway, New York.

Free "Booklet L.," issued by the Salt Lake Security & Trust Co., Salt Lake City, Utah, describes 6 per cent. guaranteed first mortgage real estate certificates, based on property increasing in value. The certificates are in denominations of \$100 and upward.

A list of ten preferred stocks, dealt in on the New York Exchange, and yielding 6½ per cent. will be sent free with "Weekly Market Review," "Partial Payment Plan" and "Investor's Guide" of 270 pages, by L. R. Latrobe & Co., 111 Broadway, New York.

March Booklet No. 601-C, giving an account of 6 per cent. first mortgage bonds, secured by real estate of growing value, and the Straus Investors Magazine may be had, free of expense, from S. W. Straus & Co., mortgage and bond bankers, 1 Wall Street, New York, and Straus Building, Chicago.

Have You Money to Invest?

If you have \$100, \$1,000, or any larger sum available, and are looking for absolute safety and 6% interest, write for the Straus Investors Magazine, sent free on application, and for

April Booklet No. 601-D.

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The demand in unsettled times for good first mortgages indicates their unusual stability. First mortgages do not shrink in value—they are usually on property worth three times the money loaned. We have issued over \$1,000,000 and not a single cent lost to any investor or a single foreclosure sale made. Write for booklet describing methods, and list of loans from \$200 to \$10,000.

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Government, State, City, and County Treasurers accept this class of Bonds to protect Public Funds. Put Your Savings in the safest of investments. Yield 4% to 6%. Free from income tax. Write for Booklet E, "Bonds of Our Country"—FREE.

New First Nat'l Bank, Dept. 5, Columbus, O.

TO EVERYMAN EVERYWHERE YOU CAN DRESS ALWAYS FOR \$10

72 SAMPLES AND BOOKLET FREE

Good Clothes Always \$10 SUIT OR OVERCOAT

Sounds impossible, doesn't it—smacks of exaggerated advertising—looks like imagination run riot—but IT ISN'T!

We are the largest manufacturers of men's clothing in the world, doing business DIRECT with the wearer. The entire out-put of our factory—just suits, overcoats and top-coats—is sold by mail or from our six stores. Price always \$10. We specialize—make clothes at one price only. Everything going into them—the pure wool cloth—the linen canvas—linings—all are clothed in a standard quality bought in immense quantities. We sell thousands of garments, instead of hundreds—make hundreds of a model, instead of a few, all of which reduces the cost on each item and makes possible, always \$10.

Big Business Men Wear 'Em—The Men Who Make wear these suits. They know Richman Clothes are worth a great deal more than \$10. They prefer several clean suits to one shabby one. In Cleveland, Ind., of our factory and largest store for 35 years, EVERY SIXTH MAN of its 650,000 inhabitants BUYS A SUIT OR OVERCOAT of us once a year. Men in every walk of life are wearing them—they are the clothes for whoever you are, wherever you are. A TEN-DOLLAR BILL and postage will bring you Richman clothes right to your door—parcel-post. Satisfaction guaranteed or money back.

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Milwaukee, Wis. Cincinnati, Ohio
St. Paul, Minn. Minneapolis, Minn. Duluth, Minn.

YOU WANT THIS CARD

Because it will represent you better or do more for you than any other card, in getting some desired interview. The fact that you are not now using it, if you are not, is accounted for solely by the further fact that you have not examined it. Examine it forthwith. Send for a sample tab today and detach the cards one by one and note their perfectly smooth edges—their absolute perfection. It is the card you want.

Appearance of our new card in case of THE JOHN B. WIGGINS COMPANY
Engravers, Plate Printers, Die Embosser
80-82 East Adams Street CHICAGO

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It will ease your Mind; I will ease your Feet.
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Worn at night without inconvenience, with auxiliary appliances for day use. Sent on approval. Money refunded if not as represented.

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Full particulars and advice free in plain sealed envelope.

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Stand acid and fire diamond test. So hard they easily scratch a file and WILL CUT GLASS. Brilliantly clear. Made in 14k solid gold diamond mountings. See them before paying. Will send you any style ring, pin or stud for examination—all charges prepaid. No money in advance. Money refunded if not satisfactory. Write today for free catalog.

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catalogue before buying your canoe.

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202 State St., Veazie, Me.

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Stand acid test and expert examination. See them first, then buy. Catalog FREE. Patent Ring Gauge included for 2 two-cent stamps.

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MARRIED? THE SCIENCE OF A NEW LIFE.

By John Cowan, M. D. 400 pages. Illustrated. Special Edition. This is the most valuable book on the marriage relation ever issued. Circular giving full information sent free.

J. S. OGILVIE PUBLISHING COMPANY
133 Rose Street, New York

The Soldier's Easter Song
AIR: TIPPERARY

Back from gory battle came a soldier Easter Day,
The streets were full of people in their Easter garments gay;
Silver bells were ringing in the steeples overhead,
The soldier he was wounded, and this is what he said:
"It's a long way to glory, it's a long way to go
From the dim and quiet churches where the Easter lilies blow.
Good-by to home and comfort, farewell to sweethearts dear,
It's a long, long way to glory, and my heart's right here."

When the soldier joined the colors he was full of thoughts of Fame,
But he found among the trenches that they never spoke her name.
Coming home upon a furlough with his right arm in a sling,
He was strong for peace eternal when the chimes began to ring:
"It's a long way to glory, it's a long way to go,
The route is marked in crimson with the blood of friend and foe.
There's a girl I want to marry, we have waited 'most a year,
It's a long, long way to glory when my heart is here."

"I would rather have a cottage, and a garden, and a cow,
Than a V. C. on my bosom, and a laurel on my brow.
War has led me through his shambles till my soul is worn to rags;
Give us peace the wide world over, fold away the battle-flags;
It's a long way to glory, it's a long way to go,
It's a long way to glory and the hardest road I know.
From the snowy Easter lilies may the dove of peace appear,
It's a long, long way to glory, for my heart's right here."

MINNA IRVING.

Refusing to Advertise Quacks

THE surest way to be rid of quacks is to eliminate their advertisements from the newspapers. When the State of Oregon adopted a law making the insertion of advertisements of the treatment or cure of social diseases punishable by a fine of \$1,000 and the publication of such advertisements by newspapers similarly punishable, the quacks immediately folded their tents and slipped away to more hospitable localities. But newspapers can eliminate these advertisements from their pages without the compulsion of legislation. At the annual meeting of The Society of Sanitary and Moral Prophylaxis in New York, Mr. Samuel Hopkins Adams pointed out that whereas fourteen years ago there was only one English newspaper in New York City that did not carry the advertisements of quacks, there is now only one that does. They are compelled now to depend chiefly upon the foreign newspapers which are not amenable to the same social influences of reform as are the larger English dailies. "Some day," says Mr. Adams, "a courageous Postmaster-General can put a stop to these most objectionable advertisements by shutting the mails to newspapers carrying them, even as the mails are already closed to the mail matter of the quacks themselves." Dr. B. S. Barringer, medical adviser of the Department of Health in New York City, is authority for the statement that there are sixteen papers in New York City which make about \$105,000 annually from advertisements of underworld quacks alone.

The War in Picture and Story
From the Bookseller

LESLIE'S WEEKLY is a periodical that gives brilliant accounts of the European conflict and has pictures that are remarkably interesting.

Books Worth While

CANADIAN NIGHTS, by Albert Hickman. (The Century Co., New York; \$1.30 net.) A collection of seven stories characterized by racy humor and wholesome, exhilarating irony.

THE LURE OF LONDON, by Lillian Whiting. (Little, Brown & Co., Boston; \$3 net.) A brilliant interpretation of the present aspects of social, artistic, literary and ethical life in the world's biggest city. One understands the attraction London has for people all over the world after reading this book.

THE GREAT WAR, by Frank Simonds. (Mitchell Kennerly, New York; \$1.25 net.) A graphic account of the first two months of the war. To be differentiated from the many books which have appeared recently dealing with the underlying causes and ambitions which led to the war.

THE MAN NAPOLEON, by William Henry Hudson. (Thomas Y. Crowell Co., New York; \$1.50 net.) A distinctively human document added to the long list of Napoleonic literature. The main interest of the author is not with Napoleon the soldier or statesman, nor with the victor of Austerlitz, nor with the dictator of Europe, but with Napoleon the man.

LOMBARD TOWNS OF ITALY, by Egerton R. Williams, Jr. (Dodd, Mead & Co., New York; \$3 net.) This is the last of three volumes descriptive of the most interesting cities and towns of Italy outside of the half-dozen usually visited by tourists. The book is richly illustrated, and, with its companion volumes, will prove of great value to the English or American tourist who gets beyond the beaten path of travel.

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Through all these many years Regal Cars have been distinguished for sturdy, enduring construction.

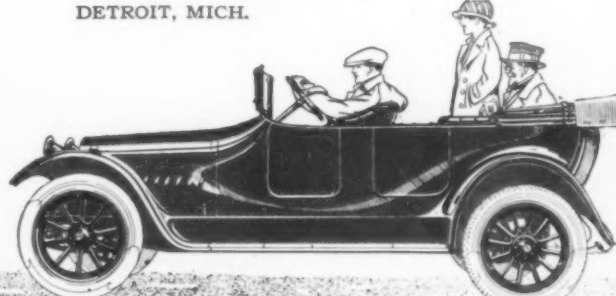
Today, these qualities are more than ever embodied in each model—in every car that leaves our factory.

Surely, among these Three Regals is one suited to your needs.

A Light "Four" at \$ 650
A Standard "Four" at 1085
A "V" Type "Eight" at 1250

All are amply powered—moderately priced—completely equipped—electric starting and lighting included. All models comfortably roomy—with full stream line bodies, and crown fender.

REGAL MOTOR CAR COMPANY
564 Piquette Avenue
DETROIT, MICH.



Unmatched Speed No Vibration

Speed that runs away from all other rowboat motors. Double the power—no vibration. Does not SHAKE the BOAT.

The Great 2-Cylinder KOBAN ROWBOAT MOTOR

3 H.P.

Long season's record proved its mettle. Absolutely dependable—easy to start—reverses by pressing button.

Trophy Winning Racer Type

The Koban has 2 opposed cylinders—that's what removes vibration—3 H.P.—nearly double that of other motors—speed propeller. Best constructed rowboat motor on market. Write for 1915 catalog. Active Agents Wanted.

Koban Mfg. Co., 265 So. Water St., Milwaukee, Wis.

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50 Leading Boat Builders have joined with the Gray Motor Company in issuing a catalog showing the specialties of each, which includes fishing launches complete from \$125 upward to mahogany finished express launches with Self-starting 6-Cylinder 4-Cycle Gray Motors for \$2500. Cruisers from \$450 up. This book helps you select just the model of boat you have been looking for and tells you where to buy it and what it will cost. Send for this big Boat Catalog today. Free. Also Gray Marine Engine Catalog showing full line of 2 and 4 cycle marine motors from \$55 upward, one to six cylinders.

Gray Motor Co., 464 Gray Motor Bldg., Detroit, Mich.

Best grade cedar canoe for \$20

Detroit canoes can't sink

All canoes cedar and copper fastened. We make all sizes and styles, also power canoes. Write for free catalog, giving prices with retailer's profit cut out. We are the largest manufacturers of canoes in the world. (159)

Detroit Boat Co., 182 Bellevue Ave., Detroit, Mich.

\$3.00 and Up

Boys Patterns For any style or model. Books Boat—all styles and sizes. Only \$27 buys complete knock-down frame and pattern for this 25-hp. power boat. We also sell complete knock-down boats. Illustrated instructions always given. Build a Brook's Boat for about one-third builder's price. Write today for book—free.

Brooks Manufacturing Company
7604 Brooks Avenue, Detroit, Mich.
Largest plant of its kind in the world. Originators of the pattern system of boat-building.

Magnificent Steel Launch \$96

Complete with Engine, Ready to Run

18-20-23 and 27 ft. boats at proportionate prices. All launches tested and fitted with Detroit two-cycle reversible engines with speed controlling lever—simplest engine made—started without cranking—has only 3 moving parts—anyone can run it. THE SAFE LAUNCH—absolutely non-sinkable—needs no boathouse. All boats fitted with air-tight compartments—cannot sink, leak or rust. We are sole owners of the patents for the manufacture of riveted steel, bolt-on steel boats. Orders filled the day they are received. Boats shipped every part of the world. FREE CATALOG. Steel Boats \$20.

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"YANKEE" No. 110

holds and places screws; drives by ratchet; automatically releases. Great for working one-handed—high overhead or in tight corners. Screw-holder slides back on blade when not needed.

3-in. blade 65c; 4-in. blade 70c; 5-in. blade 75c; 6-in. blade 85c; 8-in. blade 95c

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Make Better Mechanics

Your dealer can supply you. Look for "YANKEE" Write us for "Yankee Tool Book" for mechanics and amateurs. "Yankee Tools in the Garage" for motorists

NORTH BROS. MFG. CO., Philadelphia



Only top-half of 1916 panel shown here, 28 x 7 1/4 inches. Printed in exquisite colors.



This beautiful panel ready October 1st, this year, but reserve your copy now.

25c Tube for Promise

Promise to recommend our new product, Pompeian Night Cream, to 3 friends, and a 25c tube is yours for the cost of postage and packing, if you accept in full the coupon offer below. In a few months our Night Cream has won thousands of enthusiastic users everywhere. Left on the face over night it soothes, softens and improves any skin made uncomfortable or unsightly by wind, hard water or age. Acts like a cold cream, but leaves no shiny effects, and still it is not a dry "disappearing" cream. The experienced makers of the well-known Pompeian Massage Cream took years to perfect Pompeian Night Cream. An exceptional powder base for her and a soothing after-shaving cream for him. At stores, jars 35c and 75c; tubes 25c. Coupon below must be used to get this regular 25c tube practically free, which is a bargain that no one can afford to miss.



POMPEIAN Massage Cream

Ask some woman of 40 with a complexion like 20. Ask some man with a clean, wholesome look. They will say Pompeian Massage Cream is the secret. It rubs in and rolls out, and thus cleanses, exercises and youthifies the skin. At all dealers, 50c, 75c and \$1 per jar. Use coupon for trial jar.

Reserve Panel now. Full length figure is a study in sunshine, pink and lovable feminine beauty. Reserve your copy now. Late comers often disappointed. Use coupon.

COUPON and 16c good for 25c tube of Night Cream, trial jar of Massage Cream, and reserving 1916 Art Panel.

NOTE—Coupon must be completely filled out. Not good if sent with less than 10c. Please send 10c piece, balance in stamps.

THE POMPEIAN MFG. CO., 23 Prospect St., Cleveland, O.

I enclose 10c (10c postage for the Art Panel and Pompeian Massage Cream, and 6c for postage and packing of 25c tube of Pompeian Night Cream). Send Panel October 1 and other goods now. I promise to recommend Pompeian Night Cream to 3 friends. (NOTE—This coupon offer expires April 17. Positively only 1 coupon per family on this unusual introductory offer.)

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Street Address..... (if any)

City..... State.....

My dealer's name and address.....

AGENTS \$30 to \$50 Weekly MEN AND WOMEN

Selling the New Improved MONITOR Self Heating FLAT IRON. Positively the lowest priced and fastest selling iron made. Over 650,000 in use. Evans, N. Cal., sold 2 dozen on Sat. Mrs. Nixon, Vt. sold 8 first half day. No experience needed—sells itself. New terms. Binding Guarantee.

Exclusive territory. Sample free to workers. Write today. The Monitor Self Iron Co. 612 Wayne St. Big Prairie, O.

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"I hear you. I can hear now as well as anybody. I love it with the MORLEY PHONE. I've a pair in my ears now, but they are invisible. I would not know I had them in, myself, only that I hear all right." "The Morley Phone for the DEAF is to the ears what glasses are to the eyes. Invisible, comfortable, weightless and harmless. Anyone can adjust it." Over one hundred thousand sold. Write for booklet and testimonials.

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Pay as You Wish

We'll send you a genuine Lachite for you to wear for 10 full days. If you can sell it from a real diamond dealer at our expense. Costs but 1-30th as much. If you decide to keep it pay only a few cents a month. Write for catalog. Set in Solid Gold. Genuine Lachite Gems keep their dazzling fire forever. Cut by world renowned diamond cutters. Stands fire and acid tests. Easy payments. Write today for big new jewelry book—It's free. HAROLD LACHMAN CO., Dept. 2414, 1422 N. Michigan Ave., Chicago, Ill.

Bow Legs and Knock-Knees Unsightly

Send for our booklet showing photos of men with and without the Perfect Leg Forms. Artificial Legs, \$49.50. Guaranteed. Manufacturers of Legons, Trusses, Abdominal Supporters and Elastic Stockings. PERFECT LEGS CO., 140 N. Mayfield Ave., Austin, Chicago, Ill. Dept. E

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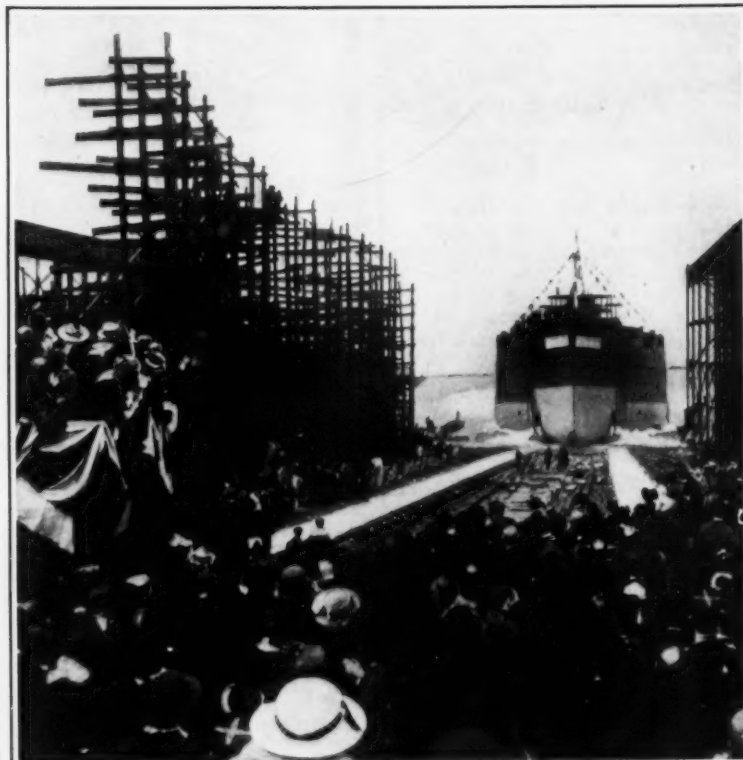
cards, circulars, book, newspaper, etc. Press \$5. Larger \$15. Rotary \$50. Save money. Print for others. All easy, rules sent. Write factory for press catalog. TYPE, cards, paper, samples, etc. THE PRESS CO., Meriden, Conn.

News of the Time Told in Pictures



CANADA'S SECOND CONTINGENT ON ITS WAY TO EUROPE

Troops entraining at St. John's on their way to Halifax, from where the second contingent sailed for England. Unlike the first contingent, it did not proceed in a fleet of transports under convoy. The first contingent is in the trenches in France, and the men are reported to be enthusiastic over being in real fighting. The third contingent is being drilled in Canada.



LAUNCHING THE SUPERDREADNOUGHT PENNSYLVANIA

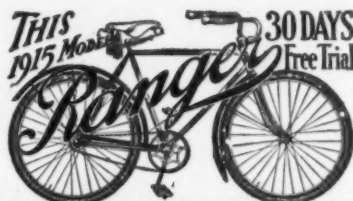
March 16th, the new battleship Pennsylvania was launched at Newport News, in the presence of over 10,000 spectators. She is the biggest warship afloat, having a displacement of 31,400 tons. She will mount twelve 14-inch rifles and twenty-two 5-inch rifles and will have four 21-inch torpedo tubes. She will use oil as fuel. Her keel was laid October 27, 1913, and she is to be completed by the end of next February. Her cost will be \$13,000,000.



UNITED STATES MARSHAL GOES INDIAN HUNTING

Marshal Nebeker and posse in the desert near Bluff, Utah, on the trail of the Piute Indians who refused to surrender Tse-ne-gat, one of their number wanted on a charge of murder. After several days of fighting in which half a dozen men were killed and several wounded the pursuit was abandoned and Brig.-Gen. Hugh L. Scott, U. S. A., hurried from Washington to hold a parley with the Indians. He speedily induced them to surrender.

In answering advertisements please mention "Leslie's Weekly"



THIS 1915 Model Ranger 30 DAYS Free Trial
EXTRAORDINARY OFFER—30 days free trial on this finest of bicycles—the "Ranger." We will ship it to you on approval, freight prepaid, without a cent deposit in advance. This offer is absolutely genuine. **WRITE TODAY** for our big catalog showing our full line of bicycles for men and women, boys and girls at prices never before equaled for like quality. It is a cyclopedia of bicycles, sundries and useful bicycle information. **It's free.** **TIRES, COASTER-BRAKE** rear wheels, inner tubes, lamps, cyclometers, equipment and parts for all bicycles at half usual prices. A limited number of second hand bicycles taken in trade will be closed out at once, at \$3 to \$8 each. **RIDER AGENTS** wanted in each town to ride and exhibit a sample 1915-model **Ranger** furnished by us. **It Costs You Nothing** to learn what we offer you and how we can do it. You will be astonished and convinced. **Do not buy a bicycle, tires or sundries until you get our catalog and new special offers. Write today.** **MEAD CYCLE CO., Dept. M174, CHICAGO, ILL.**

Instant Bunion Relief Prove It At My Expense

Don't send me one cent—just let me prove it to you as I have done for 57,582 others in the last six months. I claim to have the most successful remedy for bunions ever made and I want you to let me send you a treatment **Free**, entirely at my expense. I don't care how many so-called cures, or shields, or pads you ever tried without success—I don't care how disgusted you are with them all—you have not tried my remedy and I have such absolute confidence in it that I am going to send you a treatment **absolutely FREE**. It is a wonderful yet simple home remedy which relieves you almost instantly of the pain. It removes the cause of the bunion and thus the ugly deformity disappears—all this while you are wearing tighter shoes than ever. Just send your name and address and treatment will be sent you promptly in plain sealed envelope.

FOOT REMEDY CO., 3520 W. 26th St., Chicago.

\$2.50 ADDER Just what you want. Makes adding easy—avoids mistakes—saves time and breaks work. It is absolutely accurate, quick as a flash and easy to operate. Small and practical. Latest idea. Everyone pleased. Guaranteed one year. Sent prepaid for \$2.50. Order one today. Address: J. H. BASSETT & CO., Dept. 270, 5021 Indiana Ave., Chicago, Ill.

IF YOU are thinking of buying any motor-driven vehicle, but are in doubt as to what particular type is best suited to your needs, H. W. Slauson, M. E., editor of Leslie's Motor Department, will give you unbiased information that may help you solve the problem.

This service is offered to Leslie's readers without any charge or obligation.

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225 Fifth Avenue New York City

Gentlemen:
I am considering the purchase of a
(Give name of make if you have any preference or the price you want to pay.)

Motor Car.....
Motor Cycle.....

Please help me in its selection and give me, free of charge, the following information:

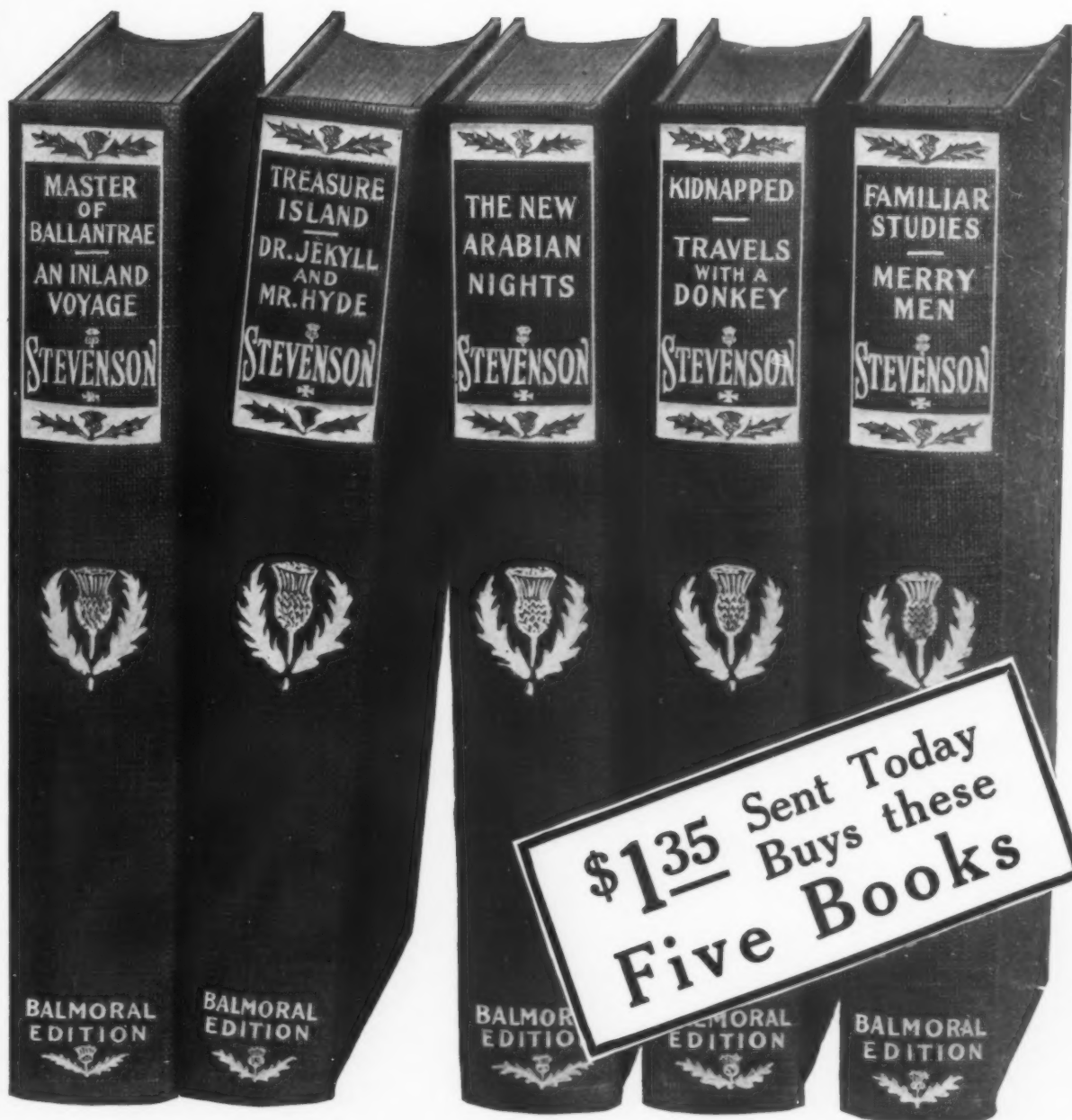
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